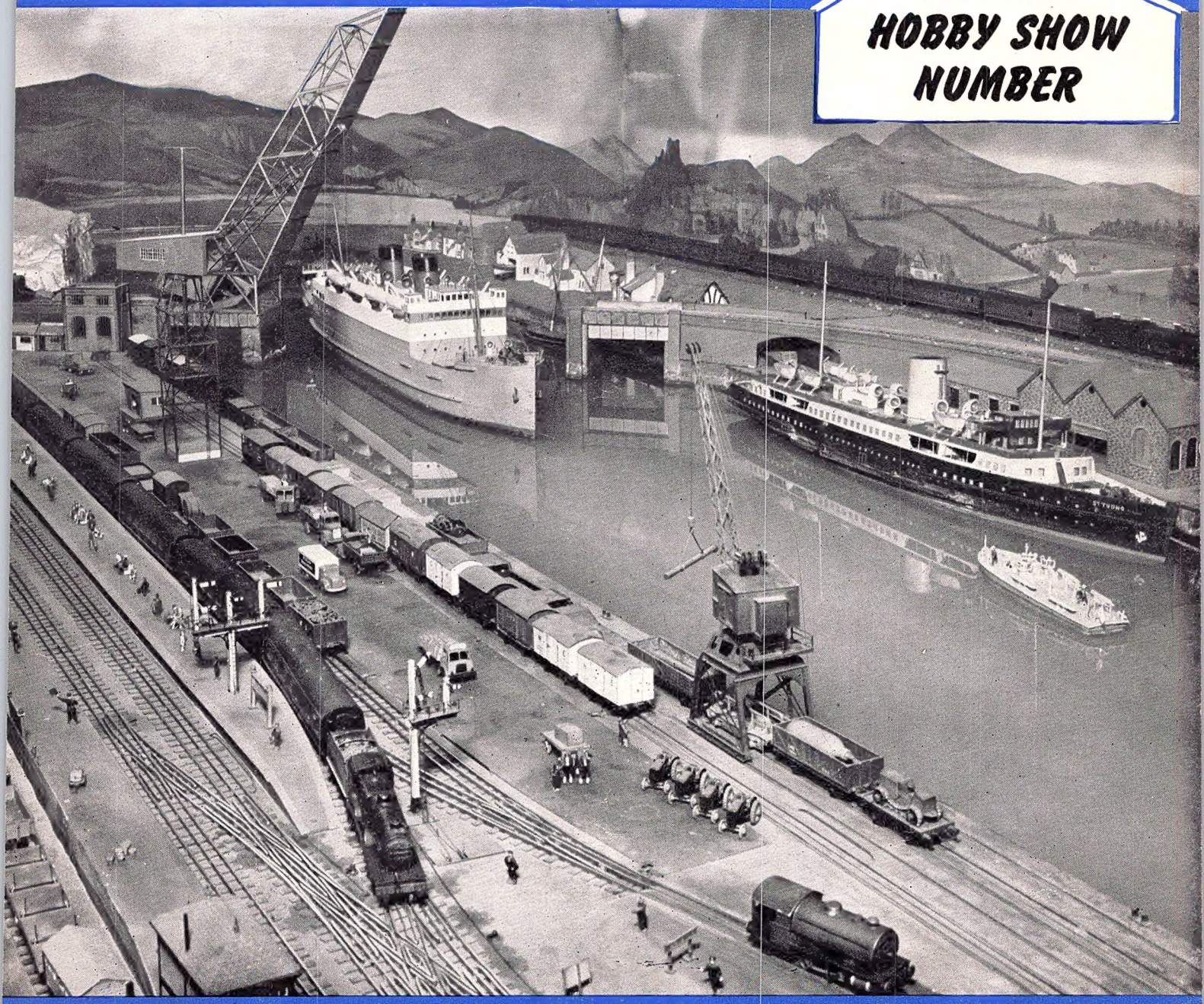
SPECIAL ! HORNBY-DUBLO CASTLE ADVANCE REPORT

RAILWAY MODELLER

For The Average Enthusiast

MODEL RAILWAY HOBBY SHOW NUMBER



VOL 8 1957 2/- OCTOBER

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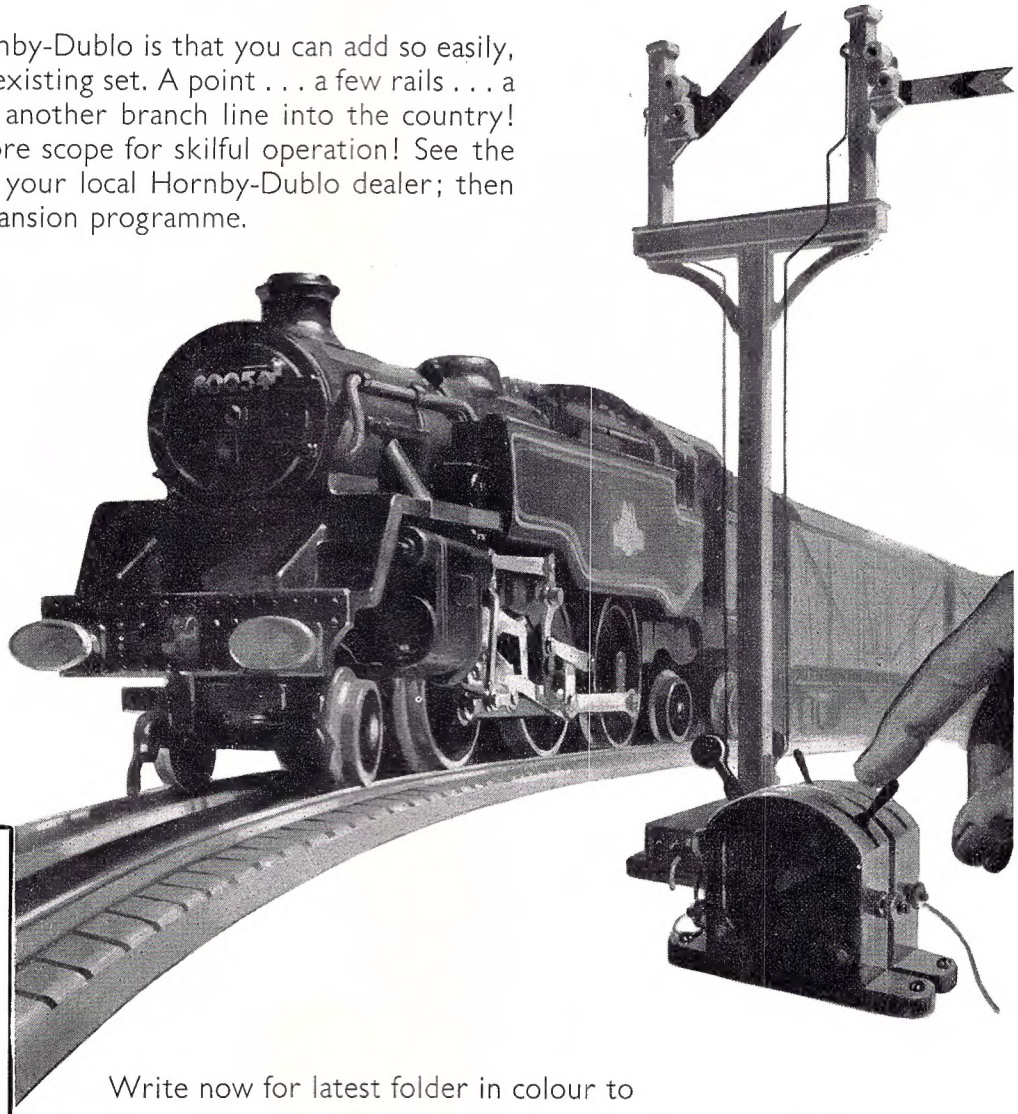

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Tri-ang

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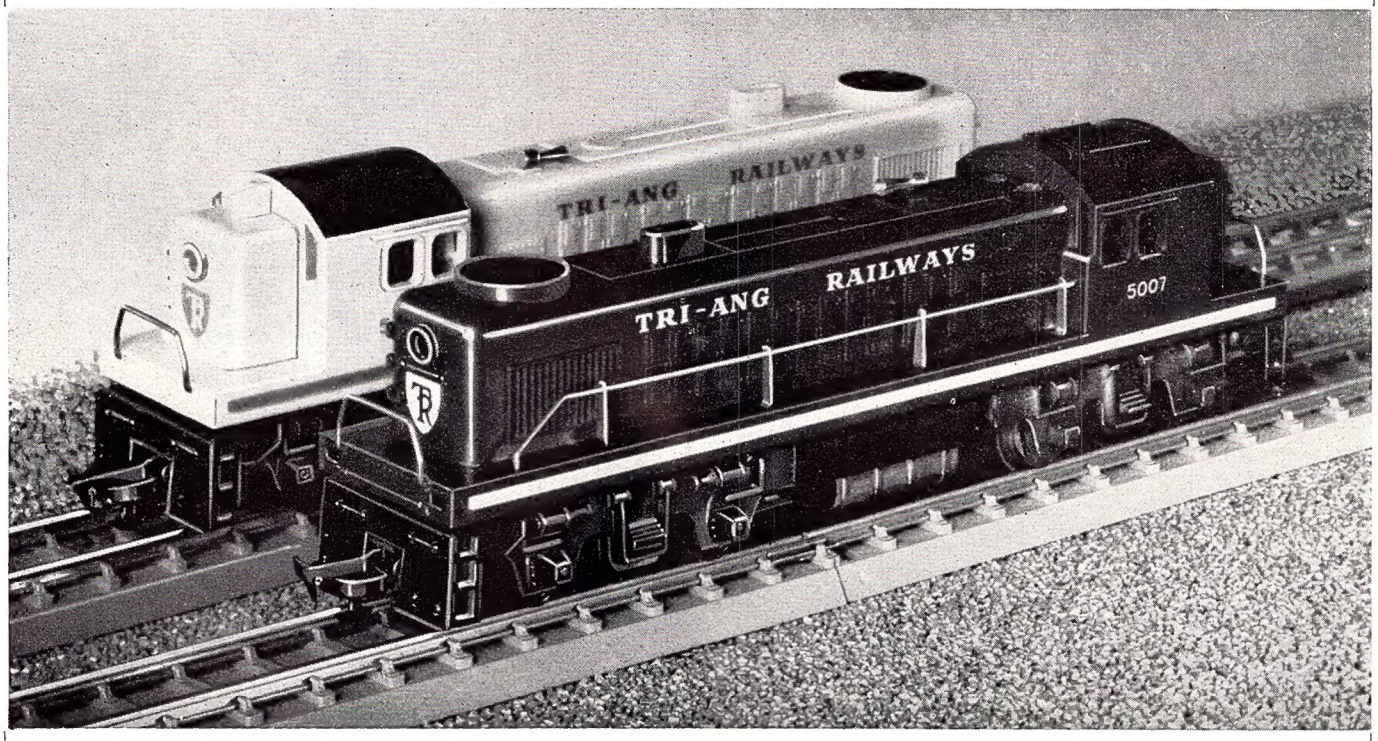
OO/HO GAUGE

TRANSCONTINENTAL SERIES

RAILWAYS



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Built in Britain by

ROVEX SCALE MODELS LTD., WESTWOOD, MARGATE, KENT

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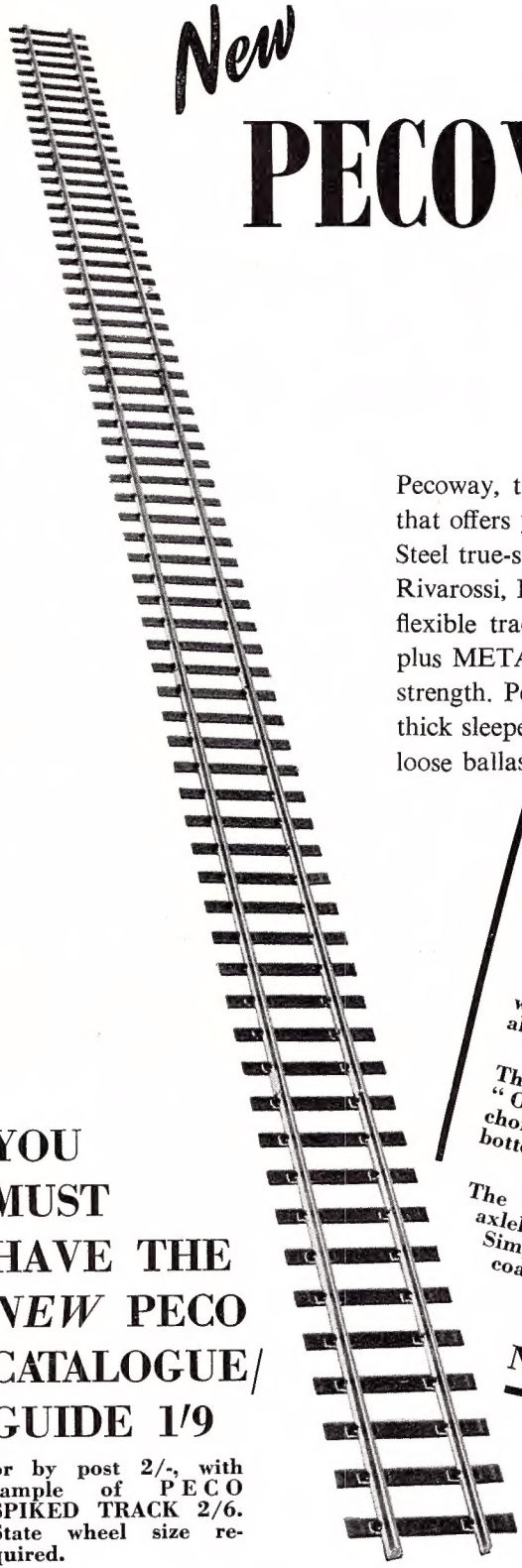

New

PECOWAY OO UNIVERSAL

IN YARD LENGTHS NICKEL SILVER

Pecoway, the only assembled, ready-to-lay SCALE UNIVERSAL permanent way that offers you a choice of yard or 18in. lengths both with Nickel Silver or Treated Steel true-section flat-bottom rail ! Pecoway is in two-and three-rail, to suit Tri-ang, Rivarossi, Hornby-Dublo, Trix and Marklin. Pecoway is also the only " OO " Scale flexible track that has Scale rail fixing on every Scale-sized Scale-spaced sleeper, plus METAL dummy fishplates at appropriate intervals for maximum realism and strength. Pecoway provides invisible fixing with Peco Metal Spikes, while the 32in. thick sleepers enable the track to be laid on Peco Ballast Underlay, avoiding messy loose ballasting.

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See and obtain Pecoway UNIVERSAL and all the other famous Peco products while at the Hobby Show on Stand No. 3

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where our technical representative will be in attendance to help and also show you

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The popular do-it-yourself system for "TT-3," PROTOTYPE "OO/HO" and UNIVERSAL "OO"—all three now available with a choice of NICKEL SILVER or TREATED STEEL true-section flat-bottom rail.

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NEW TT SPOKED NYLON WHEELS

YOU MUST HAVE THE *NEW* PECO CATALOGUE/ GUIDE 1/9

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SOLID *ALL-METAL* BRASS WHEELS

INSULATED AT BOTH ENDS. PRICE, 8d. PER PAIR ON AXLE.

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The Nickel Silver Universal Track for Scale and Tri-ang "TT"

Flexible track, 18in. lengths	3/9
Universal turnouts :	
15in. radius, L.H. or R.H., fitted with lever	16/6
15in. radius, L.H. or R.H., without lever	12/6
Turnout on curve, 24in. outer, 12in. inner radius, L.H. or R.H., fitted with lever	16/6
Turnout on curve as above, without lever	12/6
Fishplates, 3 dozen	2/5
Track spikes, per packet	7½d.
S & B "TT" point lever	2/5

Uncoupler Rails for Tri-ang "TT." Perfect operation, almost invisible. 2/- each.

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24 INCH RADIUS TURNOUTS "TT" GAUGE

A new large-radius point for the bigger "TT" layout.

Fitted with point lever ... 17/–
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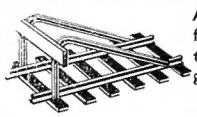
RAIL BUILT BUFFER STOP



An essential fitting for the "TT" goods yard. 2/6 each

GEM "FLEXI-TRAK"

OO Gauge

*THE NEW FLEXIBLE TRACK WITH HEAVY SECTION RAIL * AND SCALE SIZE SLEEPERS*

*** The Ideal Universal Track for Dublo, Tri-ang, Trix, Marklin, etc.**

	2-rail	3-rail
Flexi-Trak, per yard	4/9	6/3
Universal turnouts:		
2ft. radius, L.H. or R.H.	10/10	12/8
3ft. radius, L.H. or R.H.	13/3	15/–
Turnouts on curve, L.H. or R.H.	13/3	15/–
Switch diamond crossings	14/5	16/9
Fishplates, 3 dozen	2/5	
Track spikes, per packet	7½d.	
Point levers, 3/16in. throw	2/5	

FLEXIBLE LINESIDE FENCING adds the finishing touch. 12in. 1/2½, 50in. 4/2½.

Our 1957 catalogue M107 gives full details of our 'OO' & 'TT' products. Price 1/6 post free

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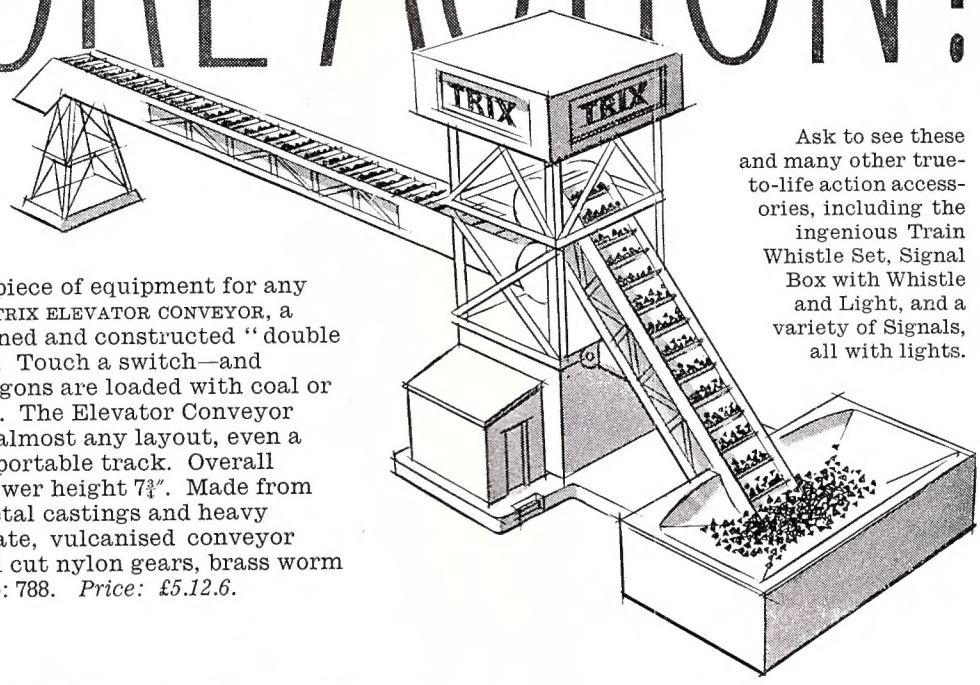
Read our Flexi-Trak Handbook "Track Laying and Wiring Simply Explained." Price 1/- post free

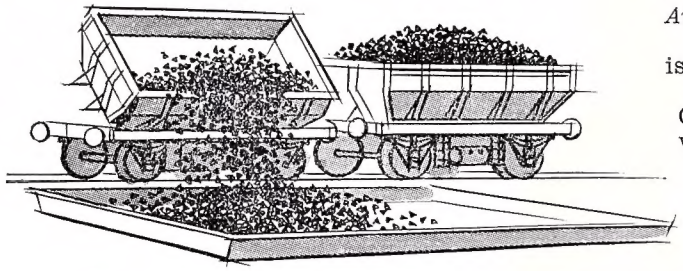
MORE ACTION!



A marvellous piece of equipment for any railway is the TRIX ELEVATOR CONVEYOR, a perfectly designed and constructed "double action" model. Touch a switch—and your empty wagons are loaded with coal or other minerals. The Elevator Conveyor can be used in almost any layout, even a simple oval of portable track. Overall length 23½": Tower height 7¾". Made from non-ferrous metal castings and heavy gauge steel plate, vulcanised conveyor bands. Helical cut nylon gears, brass worm gears. Ref. No: 788. *Price: £5.12.6.*

Ask to see these and many other true-to-life action accessories, including the ingenious Train Whistle Set, Signal Box with Whistle and Light, and a variety of Signals, all with lights.

MORE REALISM!



Another fascinating accessory (for use with the Elevator Conveyor, or separately) is the OPERATING DUMP WAGON SET. Here is real-life action by remote control! Clean plastic coal is loaded on the dump wagon, transferred to the coal bin, where the load is discharged by magnetic rail. Can be installed anywhere on the track. Ref. No: 766. *Set complete £1.18.6.* Or parts sold separately.

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T.T.A.I.

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Again available — from CCW

FINE SCALE

THE MOST REALISTIC "O" GAUGE TRACK

"O" Gauge Modellers know the superiority of this fine scale rail that looks right because it is right—and CCW are glad to advise that the necessary components are again in production, and most of these goods are available from stock.

BULLHEAD RAIL	Nickel Silver	per 3ft. length **1/3.**	Tax 3d.
	Sheradized Steel	per 3ft. length **5d.**	Tax 1d.
Bundle of 36 yards Sheradized Steel (post and packing 4/-)		**11/3.**	Tax 2/3
Set of parts for L.H. or R.H. Turnout in N/S rail		**15/-.**	Tax 3/-
FLAT BASE RAIL	Nickel Silver	per 3ft. length **1/8.**	Tax 4d.
	Sheradized Steel	per 3ft. length **10d.**	Tax 2d.
Set of parts for L.H. or R.H. Turnout in N/S rail		**15/-.**	Tax 3/-
CONDUCTOR RAIL	Nickel Silver	per 3ft. length **1/3.**	Tax 3d.
	Sheradized Steel	per 3ft. length **5d.**	Tax 1d.

Kindly add sufficient to cover new increased postage.

Please send 3d. stamp for detailed list, including other "O" gauge items.

For BULLHEAD RAIL
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CATALOGUE
40-page general CCW catalogue and leaflets price **1/6** for coach and van kits and accessories, paints, flock, etc., for "O," "OO" and "HO" gauges.

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Overseas customers do **NOT** pay purchase tax and catalogues are posted to them **FREE.**

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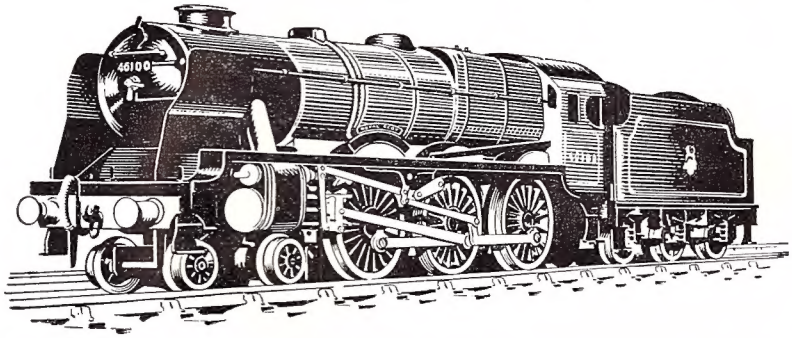
BASSETT-LOWKE announces

NEW SCALE LOCOMOTIVES

We can now offer standard locomotives in "fine scale" and with many additional refinements, at little more than standard prices. These new locomotives will operate on coarse scale tracks.



AND the TWO-RAIL SYSTEM

A striking innovation that will be welcomed by all model enthusiasts—a two-rail electric system with standard permanent-way track units.

Three-rail and two-rail systems are now available—standard 12-volt D.C. for indoor use and standard 24-volt D.C. for outdoor use.

★ Our new 56-page (plus supplement) Model Railway Catalogue will be published in mid-October, price 2/-. We shall be glad to reserve you a copy on request.

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A wonderful range of WRENN TT Gauge Trackwork

(patents pending)

G. & R. Wrenn, world-famous as engineers and specialists in the design and production of track and pointwork, present a new staple-fixed track utilizing nickel-silver rail that will result in reduced cost without loss of efficiency and realism.
This "TT" Trackwork possesses all the outstanding qualities for which Wrenn Track is now famous, and with the introduction of this new range the modeller is provided with the economical means of first-class layout construction, in the minimum of space, yet obtaining maximum interest.

FLEXIBLE TRACK, 4/11 per yard
POINTS, 18in. radius, 9/4 each
BUFFER STOPS, 2/3 each
POINT LEVERS, 1/9 each
RIGHT ANGLE CROSSING, 1/6 each
FISHPLATES, 3/7 per 4-doz. packet
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UNCOUPLERS, packet of 3 for 3/-
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CROSSOVERS, 21/- each
BALLAST STRIPS, 9d. per 6ft. 3in. strip

The above items will become available in the shops during October.

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LANDSCAPE SHEETS, 3ft. 1½in. x 3ft., 6/3 per sheet
BASEBOARD FRAMES, 5ft. x 3ft., 27/6; 6ft. x 4ft., 35/-
TREES, three types, 1/- each

Model Railway Hobby Show
be sure to visit **Stand No. 2**
where in addition to the working layouts of the extensive "OO" gauge range you can see an interesting "TT" gauge layout, constructed from the new Wrenn "TT" range, which will include Track, Points, Crossovers, 90° Crossings, Buffer Stops, Uncouplers, etc., and features a new type fixing, which gives tremendous strength even in this small gauge.

Ask your retailer for full details or write direct

G. & R. WRENN
BOWLERS CROFT, HONYWOOD ROAD, BASILDON, ESSEX

H AND M

For those who insist on Quality

The Unit of the Future

The Phenomenal H & M

POWERMASTER

With the most complete and up-to-date specification ever seen

84/- Post 2/6

* VARIABLE TRANSFORMER. No resistance to absorb power or burn out
* SIX CIRCUIT SELECTOR SWITCHES
* PULSE POWER BUILT IN
* FULL-VOLTS BOOST BUTTON for clearing dirty contacts, starting difficult motors, etc.
* FULLY SUPPRESSED against TV or radio interference.
* EXTRA OUTPUT SOCKETS on isolated TERTIARY WINDING for further motors
* EXCEPTIONAL POWER for running any D.C. motor from 0.1 amp to 3 amps rating
* SPECIFICATION INCLUDES Mains Switch, Pilot Lamp, 3-core Safety Cable, Chromium-plated Fittings, Captive Output Terminals at rear, Instrument Finish, etc.

WHERE PRICE IS A VITAL CONSIDERATION—

The amazing H & M

"SAFETY" MINOR UNIT

Now only **45/-** *Post 2/-*

The only unit with POWAPLUS, the exclusive H & M power-reserve giving sufficient output for 4 standard motors

Suitable for all motors and all systems

MAXIMUM POWER : SAFEST AND BEST

Illustration shows H & M Safety Minor with 3 Plug-in Controllers for extra motors

With G.R.C.

New 16-page 1957-58 complete Catalogue now ready, **3d.**

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RAILWAY MODELLER

Specializing in Small-scale Railway Modelling

The Lobby

HOBBY SHOW AGAIN

TOMORROW—September 26—sees the opening of the third Model Railway Hobby Show. Bigger than ever this year, it occupies two floors of the Central Hall. Further details of this fine show appear in News Special elsewhere in this issue ; it only remains for us to remind all readers that this show is definitely a must if you want to keep up to date with the latest features of our ever-growing hobby.

BIRMINGHAM CONFERENCE

One of the most important club fixtures in the coming month is the annual get-together of the Model Railway Club and the Manchester Model Railway Society at Birmingham on Sunday, October 6. Although this is primarily organized for the benefit of members of the senior clubs, delegates from other societies are welcome. The meeting does include a business session, but this is kept to an absolute minimum in order that as much time as possible can be given to the important part of the meeting, the social side, where the individual club members natter over the tea-cups and models.

"O" GAUGE REVIVAL

There is now no doubt that "O" gauge is in the throes of an enthusiastic revival, as foreshadowed in these columns last May. In the "O" Gauge Guild's latest newsletter we see that this, the official body for the 7mm. scale worker, now boasts 188 members, an excellent record for so short a time. Furthermore, for the first time in many years we are pleased to report an outstanding advancement from the trade in News Special. Although the larger scale will, in the foreseeable future, remain a minority interest, there is no doubt that the exacting modeller will find it more satisfying to model in. We are always interested to hear from such workers and would welcome articles on the problems of the "O" gauge enthusiast.

MODERNIZATION PROGRESS

Although the more spectacular aspects of British Railway's great modernization plan—the diesel and electric changeover—have yet to become evident, there is plenty of progress in minor matters. The increase of diesel multiple-unit services has been so gradual that it comes as a surprise to realize that these attractive modern units are now the staple form of transport in many parts of the country, furthermore that complete diesel trains are now being used for special excursions. Many stations are now in the throes of reconstruction, some, let it be said, not before time, as the virtual cessation of such work since 1939 has permitted many buildings to last well beyond their normal span.

These improvements—for improvements they are, whatever our sentimental attachment to the old and antiquated—are doing much to bring traffic back to the railways. Indeed, we feel that railway affairs are again beginning to build up as they did in the early thirties to culminate in the streamline era. It seems certain that our railways are on the verge of a period of great interest, and that many readers feel the same is evidenced by the fact that many correspondents are modelling present-day British Railways, whereas hitherto the interest has remained with the old companies.

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COVER PICTURE

The docks at Port Dicksby on Theo Pearson's wonderful North Midland Railway, our Railway of the Month. Photo by H. Leslie Overend.

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The rail approaches to Tapton City, with new bridge over main lines and viaduct and old bridge over River Wiffle.

Railway of the Month

NORTH MIDLAND

by H. Leslie Overend

It is with considerable pride that we present this month the first of two articles dealing with one of the most outstanding " OO " gauge railways in the world. It is probable that Theo. Pearson's North Midland Railway is the oldest 4mm. scale system with a continuous history, dating as it does from the very origin of " OO " gauge, yet only in the third rail does it depart from the best of modern practice ; indeed, in several respects it is still setting the pace !

MR. THEO PEARSON, in whose fertile mind the germ of the North Midland was born, began his model railway career over a half a century ago, and I feel sure he would be the first to admit he had little idea that his hobby would blossom forth into the ambitious layout of today. Needless to say, in those days " OO " was unheard of, and gauge " 1 " was then most popular. Beginning with a tinplate German railway, he rapidly graduated to a 2½in. gauge outdoor line powered by steam, but later, on moving indoors, gauge " 1 " was adopted—a commentary on the ruling standards.

The gauge " 1 " line was destined to continue for some twenty years without change of location, and by 1925 there were some 300 feet of track in use, but at this crucial stage the Bing table railway made its appearance and, as older readers will remember, formed the foundation of " OO " gauge. Mr. Pearson, like many more of us, was intrigued with this system, and he was so far-seeing as to start the construction of a " OO " gauge copy of one of his gauge " 1 " locomotives—a free-lance Pacific. On completion this engine was most probably the very first Pacific locomotive to be constructed in this gauge. Still running, this engine is No. 2560 in the present stud. It must be borne in mind that parts for this scale were non-existent, and everything which the enthusiast wanted had to be constructed by himself ; and incidentally there were no ex-R.A.F. instruments available to buy for adaptation! The No. 2 and the No. 1 gaugers, not to mention the " O " gauge boys. were outraged ; it was equivalent to doing the rock 'n' roll in the Army Officers' Club in London!

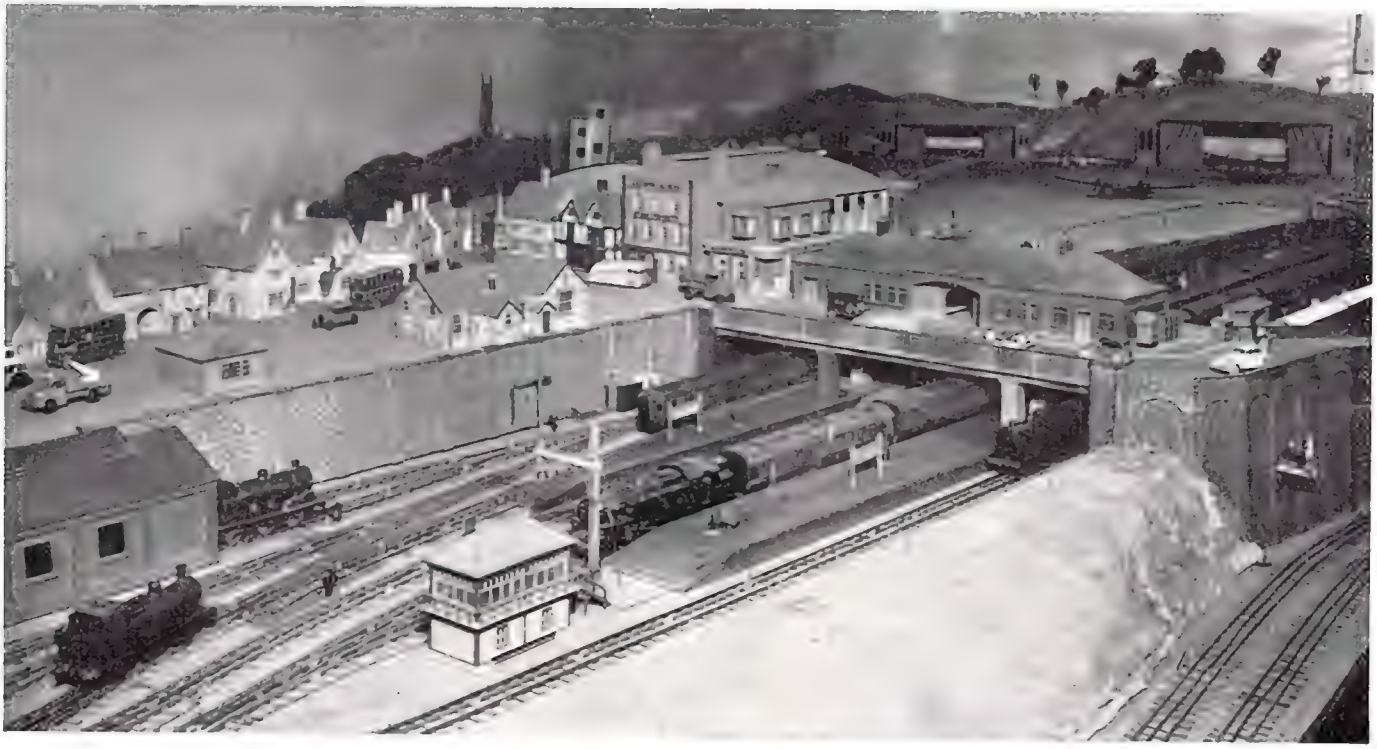
It must be admitted that at that time little was known about the construction of such small electric motors as far as their working and longevity were concerned. Bing's little electric engines used to get really hot and bothered after a few circuits of the small circle of track. Theo Pearson was, however, undaunted by the Jonahs. No. 2560 had been conceived, the magnet was forged and shaped from a gauge " 1 " brother, the wheels were cast in aluminium, and the motor was constructed from all manner of things. Sound design both mechanically and electrically bore fruit, and on its first test on a " OO " track laid between gauge " 1 " rails No. 2560 hauled three heavy gauge " 1 " tinplate coaches. Flushed with the success of this enterprise and other experiments in " OO," and also in view of the dwindling space for his gauge " 1 " extensions, Mr. Pearson made the decision that future extensions of the railway would all be made in " OO " gauge, with a long-term policy of converting the whole layout. The problem then arose of permanent way. Nothing apart from the Bing track was available commercially, and this was more or less useless to the discerning enthusiast who wanted a minimum of derailments, quite apart from its many other faults. So after long thought, and weighing up the pros and cons, it was decided to utilize ⅛in. x 1/16in. brass strip, soldered to brass sleepers at 3in. centres, and fill in with card sleepers at ½in. centres. The results exceeded expectations, so much so that even today many yards of the original track, including turnouts, double slips and complicated crossings, are still in use. In 1930 it was decided to build a detached garage, and the opportunity was taken of constructing on the second floor a special railway room 37ft. long and 21ft. wide. On completion the " 1 " gauge layout was scrapped, and the decision made to concentrate on constructing the whole of the new railway in the smaller size. The primary step was the construction of the baseboards, in which present-day American practice was anticipated, inasmuch as the ¾in. plywood was cut to fit the track and then screwed to skeleton wood supports. The height adopted was 39in. from floor level, which is a minor fault, as Mr. Pearson feels that another six inches in height would have proved more convenient.

After the erection of this foundation, scenery was filled in and a track plan laid, which primarily gave circuits twice around the room and a loop back again to the main terminus, now named Tapton City. Such preliminary arrangements were, as is usual with railway modellers, found inadequate and unsatisfactory, and the opportunity was taken to construct another terminal, since made a through line, at Port Dicksby. Here at Port Dicksby was con-

Above : Dicksby. Channel packet entering docks through lifting bridge. *Below :* Tapton City loco depot.

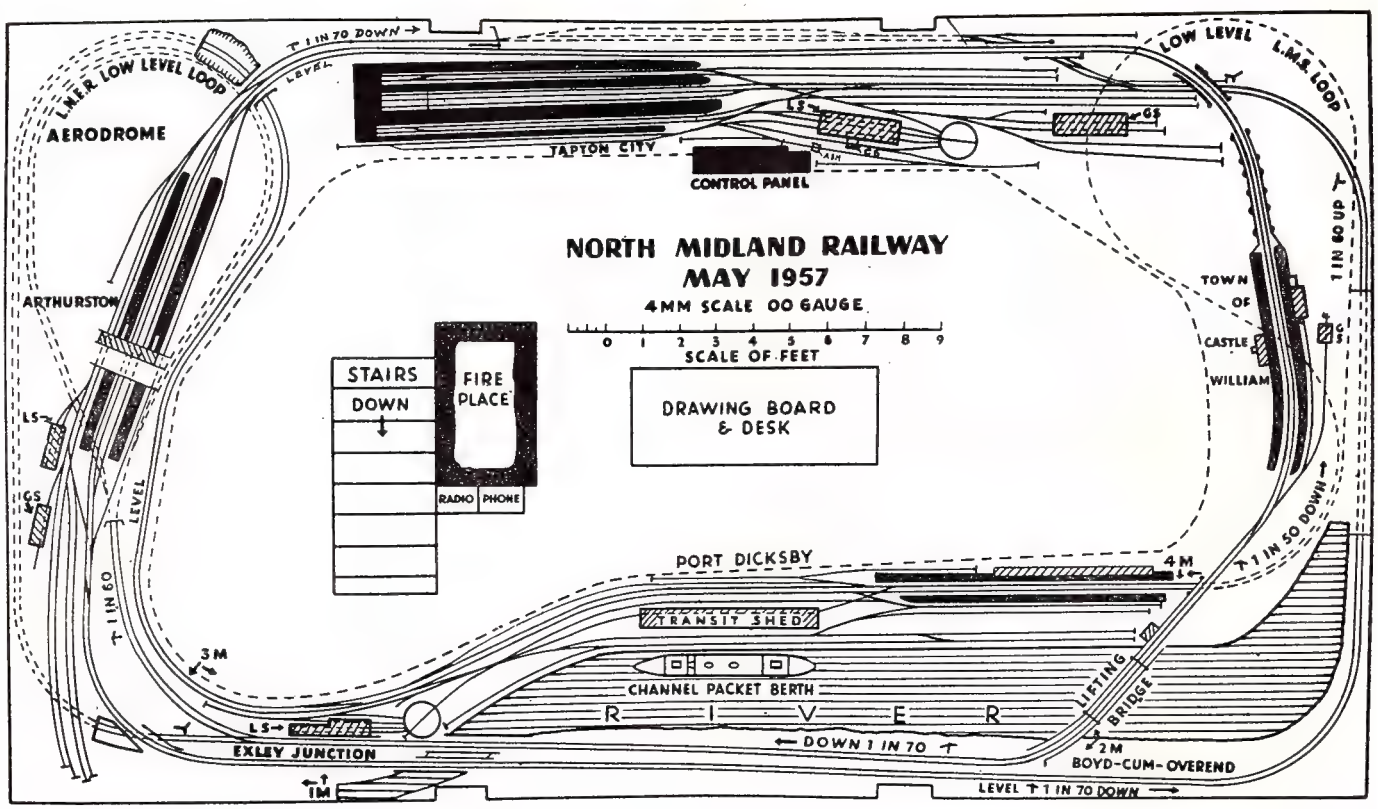
Above : Tapton City. Goods yard with bridge over new goods road at back centre.

Below : Arthurston station and town.



Above : Port Dicksby. Oil wharf and loco depot.

Below : Tapton City station. Platforms and concourse.



structed a harbour with facilities for berthing cross-channel packets. From this point development went on apace and two further towns were constructed, at Castle William, between Tapton City and Port Dicksby, and Arthurston, between that port and Tapton City. With the outbreak of hostilities once again in 1939, the pace of construction slowed somewhat, and the owner's activities were confined for most part to helping the war effort. After the all clear in 1945 the "boards" were off, and once again development went on at a cracking pace.

A new fashion called "two-rail" had meanwhile crept into "OO," and three-rail was becoming to be looked upon as old-fashioned and "not just the thing, old boy!" No arguments have convinced Mr. Pearson that it would be advantageous to change over, and so the North Midland remains three-rail to this day, and is most likely to continue to do so.

Today the North Midland has reached such proportions that it is impossible to convey by the pen, or word of mouth, the overall effect and its vast proportions. After a visit one feels that it would be possible to spend days there and still not see everything that there is to see. Such minute attention has been given to real railway atmosphere and detail that one can spend an hour or two looking at one section, and still return to it later and see something missed in the first place. A scheme for lighting all the buildings on the system is now under way, and there are some hundreds of them. One section which has been completed in this respect is a modern factory complete with boiler-house, and in this latter the red glow from the fireholes is in evidence. In fact one wonders where the ingenuity of Mr. Pearson will finish.

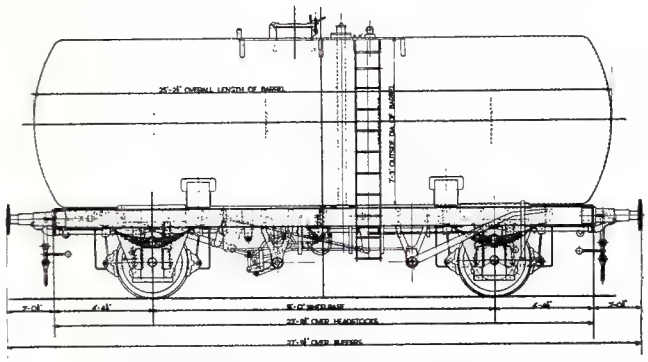
Tapton City terminal is now a very ambitious affair and, in addition to a block of offices for the company, a very fine booking office and hotel grace the end of the platforms. Mr. Pearson has been toying with the idea of an overall semi-circular glass roof to cover all the platforms, similar to the one in the old broad-gauge days, but, in keeping with the modern trend of development for covered accommodation for passengers, it will most likely take the form of standard B.R. practice at stations today, a roof with supports just covering the platform area. There are nine roads in the station—seven for passenger trains and two for goods. Each road can accommodate a locomotive and an eleven-coach train composed of scale-length rolling stock. Immediately outside the station is the massive control panel for the whole system, and this will be described later. Here, too, are the running sheds, turntable, and ash disposal and coaling plant. The latter is a perfect model complete with working elevating coal-hopper, which through its very high gearing works at a realistic speed. Nearer to Castle William is the goods yard, and here we see all manner of goods vehicles and goods in course of transit. Mr. Pearson must have scoured the world for his tiny human figures, for there are all manner of figures, always in the right attitude and position—even to a ravishing blonde sitting on her suitcase on the platform! Although Castle William is adjacent to the end of Tapton City station the main line leaves the latter place, and by-passes both Castle William and Port Dicksby, the next station being Arthurston. However, Castle William is the next place to catch the eye. Here is a perfect model of an old-fashioned town, with its black and white buildings, station square, and the quarry which dominates the background. The thirteenth-century parish church of St. Christopher is a remarkable piece of work. Modelled in stoneware by Miss Nita Watson of Sheffield, this building is an exact replica of Old Brampton church, Derbyshire, and is fastidious in its detail. Each stone is produced "proud" on the model, it is complete with stained-glass windows, clock, bell, weathercock and parish notice board with bills, and it is electrically illuminated. The rector can be seen standing in the porch reading over his sermon! Other interesting features of this town are the Tudor watermill and the famous humpback bridge over the river Whiffle, which is built in Cotswold stone. In the main street are several old black and white buildings interspersed with modern buildings, and the usual sumptuous premises in which our illustrous banks refuse credit to their customers. Outside the old-world inn there is a meet of the foxhounds. The quarry effect is achieved by a huge piece of coal obtained when it was not such a precious commodity as it is in these modern times. This was used as a pattern for the plaster casts of which the quarry is formed. There is a representation of the usual works tramroad at the quarry.

To be concluded

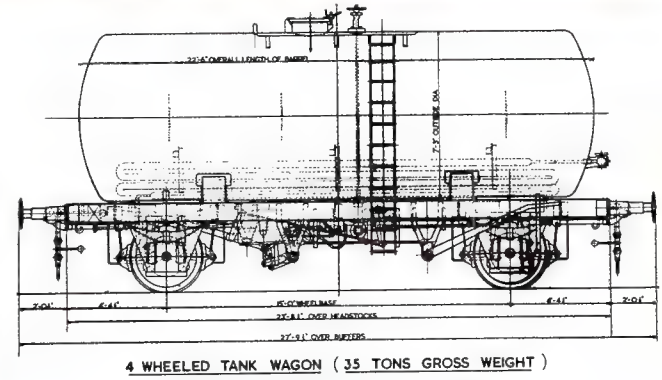
NEW B.R. TANK WAGONS

We illustrate below three prototype tank wagons recently introduced by Britsh Railways. Three classes of traffic are catered for : class A, high-flashpoint fuels ; class B with lower flashpoint and higher viscosity ; and creosote—the last two varieties being fitted with steam-heating coils. The wagons are mounted on long-wheelbase chassis ; the offset brake lever should be noted. Two vacuum cylinders are fitted so that the braking power can be adjusted to suit the load. An interesting development is the absence of bracing ; the vehicles are thus attractive propositions as models.

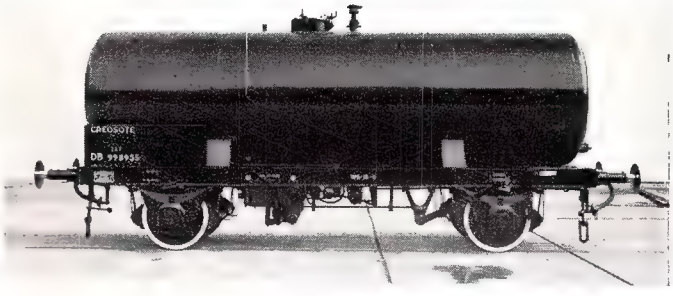
Drawings full-size 3mm. scale

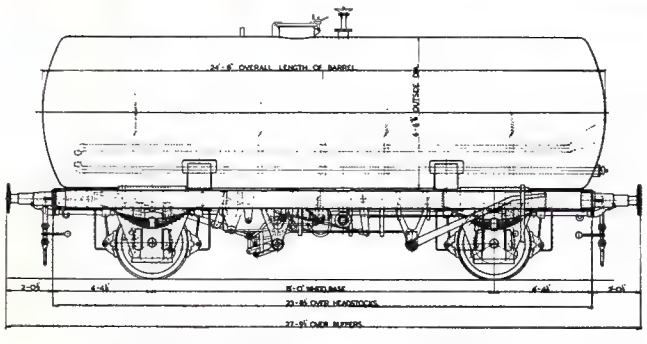


4 WHEELED TANK WAGON (35 TONS GROSS WEIGHT)
FOR CONVEYANCE OF CLASS 'A' LIQUIDS.

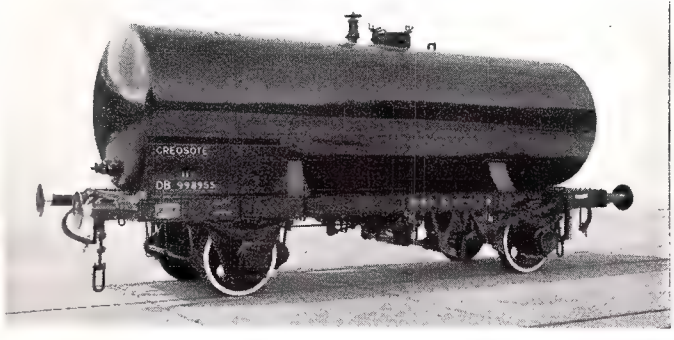


4 WHEELED TANK WAGON (35 TONS GROSS WEIGHT)
FOR CONVEYANCE OF CLASS 'B' LIQUIDS.





4 WHEELED TANK WAGON (35 TONS GROSS WEIGHT)
FOR CONVEYANCE OF CREOSOTE



DO IT YOURSELF No. 21

TWO MODERN FACTORIES

by Stanley Elson, A.R.I.B.A.

That odd piece of space on your layout is just what the directors of Messrs. Squidges' New Scrubbing Brush Company need for their new factory. As yet, the directors have not decided which of two plans to adopt for their new building, so I have taken the opportunity to present them to you for your decision. When looking at the drawings some people will undoubtedly think of the South Bank Festival of Britain site. That there is a similarity I will not deny. Architecture has progressed a long way from the white concrete and horizontally glazed window formalism of the 1930s. This is an age of colour—a fact which lends itself admirably to model making. From the model maker's point of view there is certainly nothing very difficult in constructing one or other of these factories, and when finished they are certainly very attractive and unusual additions to your layout.

PROJECT 1

Before commencing work, a drawing to the correct scale, showing the front of the model, should be made. All the detail should be shown, including doors, windows, solid panels, etc., because it is from this drawing, used as a jig, that the model is constructed.

Having completed the drawing, the next point is to decide which material should be used to represent the glass of the building. Celluloid, although transparent, has a very strong tendency to curl, and I would suggest that thin sheet perspex about $\frac{1}{8}$in. thick is used. Strong and rigid, it will strengthen the building immensely, and, unlike celluloid, will not strain and deform the building due to warping.

A sheet 8in. x 4in. x $\frac{1}{8}$in. will be sufficient for the front of the building. The perspex is first placed over the drawing and securely fixed with small pins to keep it in correct alignment. For my own building I used Peco lil pins, which were driven right into the baseboard so that only the head projected above the surface of the glazing. Using a steel rule and a pointed scriber (an old darning needle is admirable), all the lines shown on the drawing are scribed on. A pair of dividers is used to scribe the arcs of the curved roofing, and if the drawing has been marked beforehand to show the centres of the curves it will be quite easy to get an accurate alignment on the perspex. The columns should be scribed as two lines 2mm. apart, but the vertical lines of the sliding doors need not be marked in, because this area will later be cut out.

When all the lines have been scribed on, unfix the perspex and proceed to cut out all the openings and arcs of the roof, first cutting off a strip 10mm. wide from the top. A fine-bladed fret-saw is admirable for this work, but an ordinary hacksaw can be used to cut out the rough outline of the edges and openings. Drilling holes in the corners of the openings and valleys of the roof sufficiently large to take the saw blade and filed out will assist the operations. Having cut out all the pieces, the edges are filed smooth to the scribed line, ensuring that the file is kept at right angles to the plane of the perspex all the time.

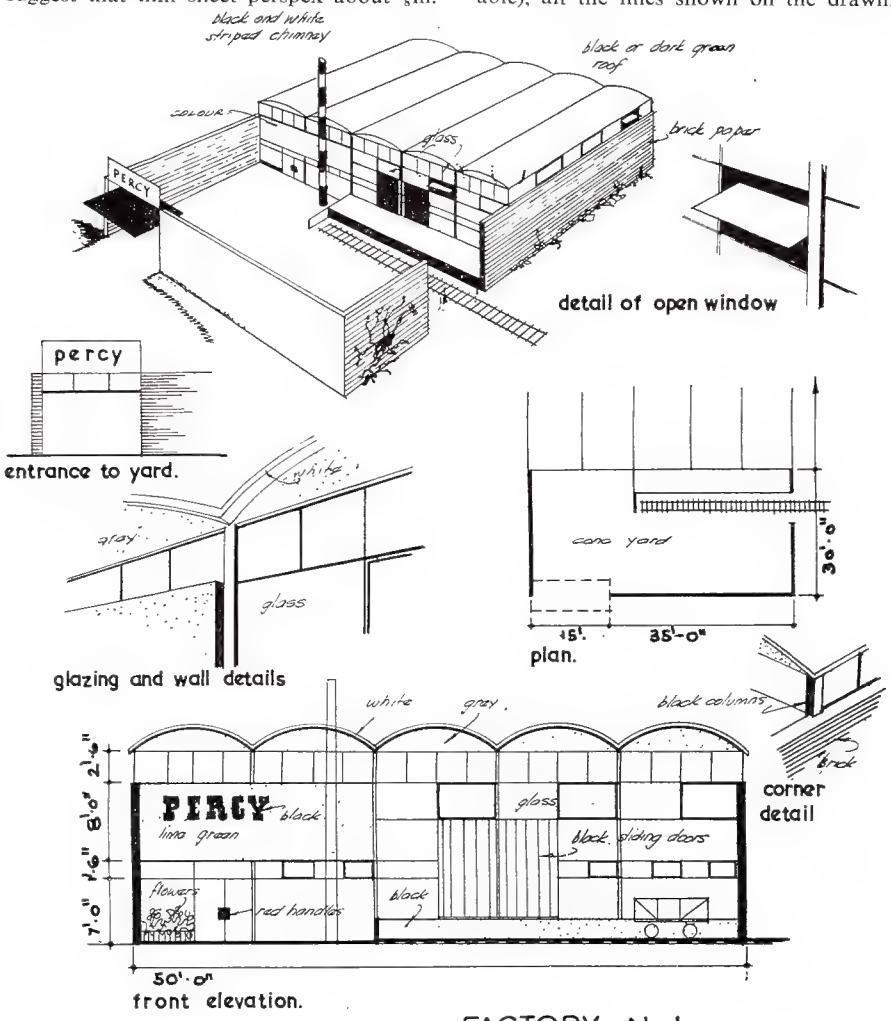
The cutting and filing having been completed to the modeller's satisfaction, the perspex is refixed over the drawing again and the modelling of the front begins.

The large solid panel over the entrance doors is cut from a piece of card about $\frac{1}{16}$in. thick and is affixed to the perspex with Duroglue or similar adhesive. Balsa cement is not advised, because if splashed or squeezed out over the surface of the perspex it cannot be removed, and quickly roughens and spoils it. Thin card the thickness of postcard is cut out into strips 2mm. wide and is glued into position to represent columns. The solid panels immediately underneath the roof are also made from the card very simply, by sticking one strip the full length of the building into the correct position. When the glue is set, the surplus card is cut away with a sharp razor-blade or other thin-bladed tool.

In order that the building may be built up correctly and fit the site when completed a base of $\frac{1}{16}$in. card cut to fit the site accurately is used on which to build up the model.

The front and side walls of the yard and building are then cut out of $\frac{3}{16}$in. sheet balsa to the correct height of 66mm. and of the necessary length required on your own model.

The two side walls are first covered on both sides with brick paper. I used a yellow stock brick for my own model, which was lightly toned down with a wash of diluted black watercolour.



FACTORY No. 1

A rear wall is next marked and cut out of $\frac{1}{16}$in. card, using the perspex as a former to guide the pencil around the outer edge.

The two brick walls and the perspex front and card back are then stuck securely to the base card, propped up and held in place with pins while the glue is drying. During this period a start can be made on the roof.

A curved jig carved to the exact contour of the roof is made, using a sheet of balsa or obechi wood. It is essential that the block is also cut to the exact width of the curved section of roof, but provided that the length is greater than that of the building the exact dimensions do not matter. The jig is then stuck down on a piece of card or board 4in. wide and the surface waxed with a candle to prevent the glue from sticking to the wood. A sheet of good-quality paper is placed over the jig, cut exactly to the length required.

A thin sheet of card is next cut to the exact width and length of each roof section, and rolled several times round a smooth broom-handle until it registers a natural curl greater than that of the roof. The glue is now spread over the paper on the jig, and the card pressed firmly on to it, in correct alignment with the jig. The two outer edges of the roof should overlap the jig by $\frac{3}{16}$in., but the remaining three sections, of course, are cut to the exact width. A further thin sheet of paper cut to the correct size is glued on to the card and the whole lot strapped and pinned down until dry.

The remaining four sections are built up in exactly the same way.

Between the building up of the roof sections the rest of the building can be finished off completely.

Provided the total length of the side-wall glazing does not exceed 8in., the 10mm. strip of perspex may be used to complete the glazing, but if the length of glazing required is greater an additional 10mm. strip of either perspex or celluloid will be required.

The glazing bars are again scribed on, and the lines thus obtained filled with white poster colour. The perspex is then glued into position and the corner strips, representing columns, are stuck on.

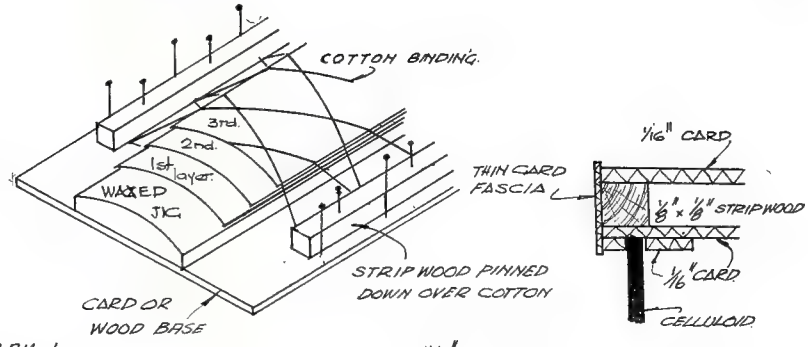


DIAGRAM 1.

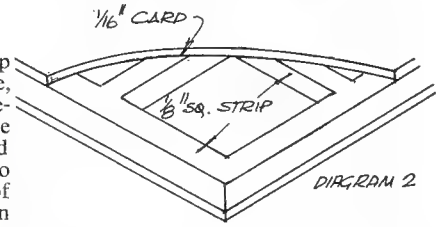


DIAGRAM 2.

The platform to the siding is made up from card and wood and glued into place, together with the buffer stop. The centre-hung open window is made from a piece of celluloid, the edges of which are painted with white poster colour and stuck into place. If carefully done, a tiny blob of balsa cement can be used to fix the open window.

The sliding doors are made up from a piece of thin card cut to the full width of the opening. The panel joints are next marked on with a knife, taking care not to cut right through the material, and the card is bent zig-zag fashion. The door is fixed into place and left to dry.

A small flower-box for the front entrance is made up in thin card and filled with gaily coloured sponge, etc., to represent flowers and shrubs, and small squares of paper are fixed to the doors for the push plates.

The colours used on my own model are indicated on the drawings, and although colours to your own taste can be used I would strongly advise you not to use brown, emerald green or royal blue. The name panel should be in a light pastel colour, and there is no reason why the sliding doors should not be painted to match.

When the front of the building has been painted the roof is glued into position, and when dry a further sheet of thin paper is glued on to the top, ensuring that the paper is pressed right down into the valleys. I found that if one section was attempted at a time, using cotton firmly pegged down to keep the paper right into the bottom of the valley, there was little difficulty in fixing the paper. Any surplus around the edges can be trimmed off with a razor-blade when dry.

A chimney of $\frac{1}{4}$in. dowel $\frac{1}{2}$in. shorter than the height of the chimney is used as a former and a piece of thin paper to the correct height of 108mm. and 2in. long is glued around it, wrapping cotton round and round the rod to ensure that the edge of the paper is kept firmly fixed to the under layer. When the stack is dry, alternate bands of black and white are painted on in 12mm.-wide stripes. When dry the chimney is firmly stuck on to the base. Small struts of thin card can be fixed between the chimney and the building for additional strength if so desired.

The canopy over the main entrance is made from a rectangle of card $\frac{1}{16}$in. thick, painted black. The sign above is made from a piece of celluloid with the lines scribed and filled in exactly the same way as the windows were made. The lettering was done with small $\frac{1}{4}$in. high grey transfers.

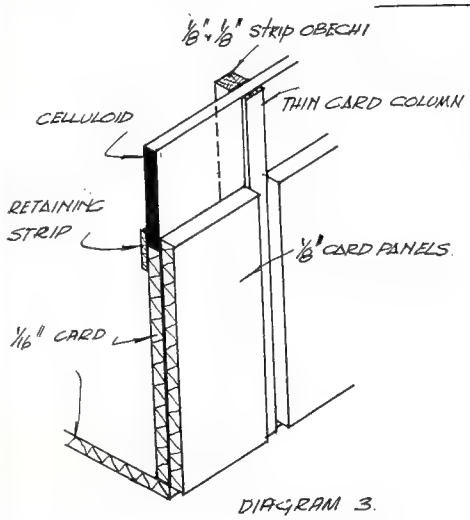


DIAGRAM 3.

PROJECT 2

Like the preceding model, this factory also has a different method of construction than is normally employed in model building. In this case the roof is the first part of the model to be built.

Having decided on the exact size of the model, two pieces of $\frac{1}{16}$in. card are cut out to the maximum dimensions of the roof. Using $\frac{1}{8}$in. x $\frac{1}{8}$in. strip balsa or obechi, a shallow hollow box is made up (see sketch) with a strip all round the edge and internal strips along the centre line of the columns, i.e. at 2in. or $2\frac{1}{2}$in. centres in both directions.

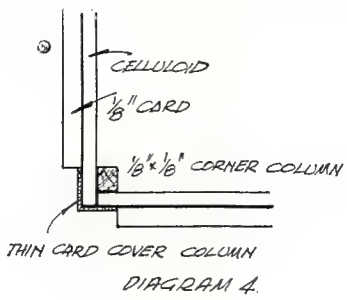
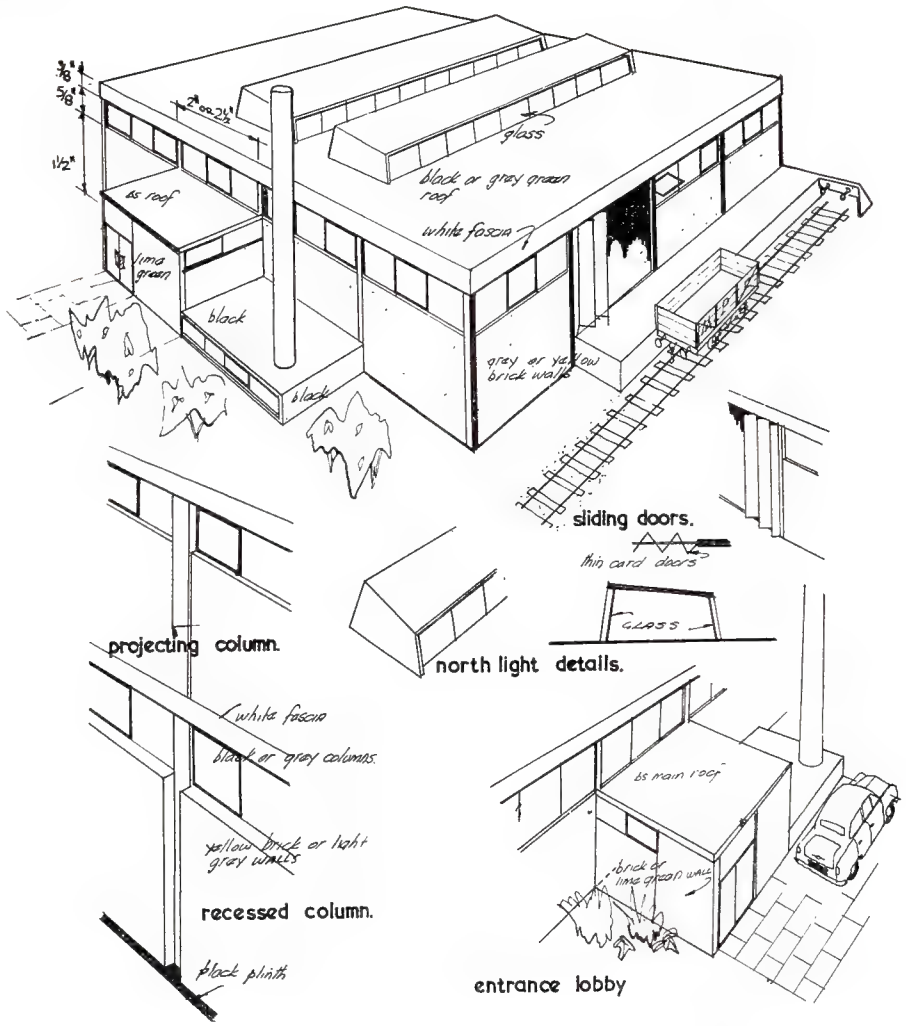


DIAGRAM 4.

The box should be loaded with two or three heavy books while the glue is drying to ensure that it is kept perfetly flat and free from warping. When the glue has set, a strip of card or wood $\frac{1}{16}$in. thick and $\frac{1}{8}$in. wide is glued flush with the edge of the roof all the way round on the underside face only (see diagram 2), which forms a rebate for the glazing.

Having completed the roof up to this stage, it is put to one side while the floor is being cut out. The floor is made of another piece of $\frac{1}{16}$in. card cut $\frac{1}{8}$in. smaller all round than the roof, except for the entrance lobby and boiler-house and plat-



form extensions, which are cut to the exact size required in the appropriate position.

The next stage is to build up the walls. A study of diagram 3 will make the construction clear before work is commenced and will save much explanation.

The glazing is $\frac{1}{16}$in. celluloid, which should be cut $\frac{1}{8}$in. deeper than is shown on the drawings. The vertical glazing bars are scribed on, using a steel rule and an old darning needle, and the resulting grooves are filled with white poster colour. This can be liberally spread on, and the surplus wiped off carefully to leave the glazing bars well marked in white. The inner core of the solid wall is made of $\frac{1}{16}$in. card, which is cut $\frac{1}{16}$in. smaller than the height required. The front and rear wall can be cut $\frac{1}{8}$in. longer than required to provide an overlap at the corners and a secure fixing for the outer column of thin card.

The walls are now ready to be assembled and the procedure is as follows:

Using $\frac{1}{8}$in. square obechi lightly sanded down on all edges, the internal columns are cut to the full height of the glazing and inner wall of card. Before fixing, the columns are painted black with ink, dye or poster colour. When the wood is completely dry, the two sections of walling are placed together with a thin coating of glue applied to the edge of the card first, and the columns stuck on in the correct positions with Certofix or Duroglue spread thinly and evenly along the face. A word of warning here: do not use balsa cement for this operation, as it badly marks the celluloid and cannot be wiped off later.

When the walls have set properly, the outer detailing is added. For recessed columns, $\frac{1}{8}$in. strips of postcard are used with $\frac{1}{8}$in. thick card panels. Alternatively, for projecting columns, strips $\frac{1}{8}$ x $\frac{1}{16}$in. card are used, and the panels are cut from thin postcard.

Whichever system is used, the columns should be cut $\frac{1}{16}$in. shorter than required and glued into position with Duroglue flush with the bottom of the wall. It is essential that the columns are perfectly vertical and evenly spaced and in correct alignment over the inner columns if the rest of the work is to proceed smoothly.

If the panels are to be brick finished, the chosen type of brick paper is glued to the panel after it has been cut out, ensuring on the thicker panels that sufficient is left to wrap neatly round the edges. The corner should be as sharp as possible to get the best results from the finished model.

Having completed the walls as far as possible, they can now be fixed together, using the roof as a foundation on which to work.

The roof box is inverted, and each wall is glued into place in the correct position, tight against the rebate. An additional strip of $\frac{1}{16}$in. card can be glued behind the celluloid, thus forming a channel which will hold the celluloid rigid and prevent it warping—a fault to which this material is prone. The corner columns, made of the correct thickness of card, are now glued into position, and the whole box inverted and glued firmly to the card floor.

The entrance lobby and boiler-house are built of card and celluloid $\frac{1}{8}$in. thick for the roof and $\frac{1}{16}$in. thick for the walls. Small strips stuck behind the celluloid in much the same way as in the main building will help to keep the glazing secure and rigid. The celluloid should, of course, be scribed and lined as previously described before fixing. The boiler-house chimney is built up using a piece of $\frac{1}{4}$in. diameter dowel, $\frac{1}{2}$in. shorter than the height required, with a 2in. strip of thin paper wrapped and glued around it. To fix the chimney securely a hole of the correct diameter is made in the boiler-house roof, and the chimney glued into it. Care should be taken to see that the chimney is kept perfectly vertical and plumb while it is drying.

The platform is very simple to make, using $\frac{1}{16}$in. card. The floor of the platform must be cut so that it projects an equal distance into the building, a point which is most essential. Although no ramp is shown, the modeller can incorporate one if he wishes. Alternatively, a concrete staircase can be added if desired.

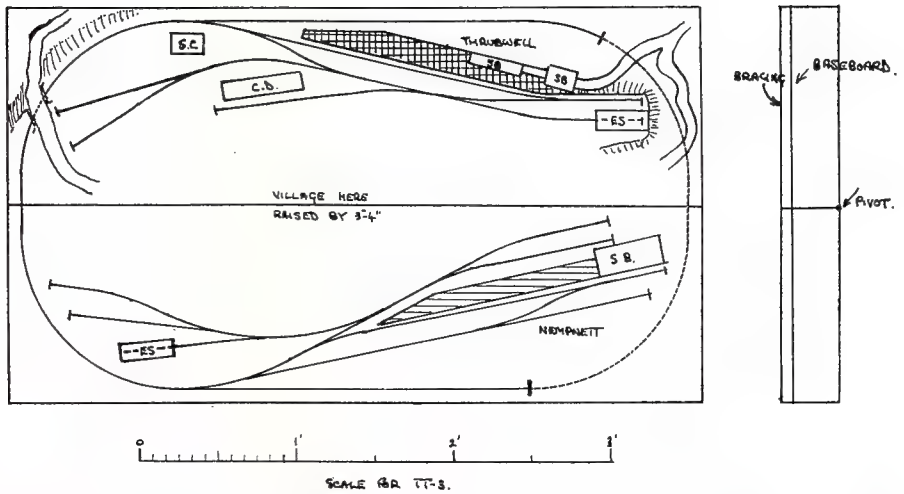
The next stage is to build up the roof lights, again using $\frac{1}{16}$in. card and celluloid. The first step is to cut out a strip of card $\frac{1}{8}$in. shorter and $\frac{3}{16}$in. narrower than the roof light, and glue in the correct position. This is painted black before continuing farther. The end walls and roof are built up in two layers so that a rebate is formed, set back $\frac{3}{32}$in. from all edges in contact with the glazing. The roof lights are glued together and fixed into position on the roof, ensuring that all the rebated edges line up when dry. Scribed and lined celluloid is fitted and glued into the openings.

To finish the buildings, strips of thin card projecting $\frac{1}{32}$in. above and below the edge of the roof are glued to the edges to form a fascia, both on the main building and the entrance lobby. Sliding folding doors made of thin card and folded zig-zag fashion are cemented into place and a small square of card or paper is affixed to the entrance doors to represent push plates.

On either of these models, cars, lorries, people, packing-cases, etc., will add life, and will certainly make a world of difference, giving the railway its necessary purpose of distributing the goods manufactured on your line—whether they be scrubbing brushes or farm implements, besides adding to the fun of operating the railway.

FIRST STEPS IN TT-3

by D. W. Thomasson



Nempnett and Thrubwell are treated as the termini of twin branches, trains running from one to the other via an intervening main-line junction "off-stage." Curves of 12in. radius at the corners are scenically disguised, but points are 18in. radius. Sides form the layout into a tray which can be folded on the centre line, the space under the village being used for stowage of rolling stock, buildings, etc.

"TT" came to our house surreptitiously, engine, wagons and coaches tucked into sundry pockets and two packets of rail inconspicuously bundled up with some lengths of stripwood. After all, we have a very nice "OO" layout that is still developing, and there was no real excuse for starting afresh with "TT."

As there are model buildings in every imaginable scale from 4mm. down scattered about the house there had been no comment on the 3mm. station, signal box and chapel which had been made before the rolling stock arrived. A short length of experimental track was laid, the buildings were put in position, and the whole set-up was left ready for use.

It was not noticed for a couple of hours, but within ten minutes after that the whole family was gathered around, and from that moment no excuses were needed!

RUNNING

The little Tri-ang tank is an excellent introduction both to "TT" and to two-rail. It is a trifle noisy in the lower speeds, but we have ideas for improving that. Perhaps the only important difficulty for us is that without using the "variwave" technique none of our "OO" controllers will reduce speed enough. As soon as the resistance wiper makes contact, the little engine begins to roar away down the track. Full speed would require a much longer run than the couple of yards we have at present.

Gradients of around 1 in 20 begin to slow down the train's progress, but 1 in 25 seems quite feasible with a three-coach train or equivalent. This suggests modelling the doomed Teign Valley Branch, which has exactly the right sort of atmosphere for a minimum-space model, and features numerous gradients of fair severity.

Decoupling works simply and efficiently, but getting the engine to stop exactly in the right place needs a little practice. We are experimenting with an automatic stop device in this connection, but perhaps it would be best to say nothing of the details until certain teething troubles are overcome. As the device stands, however, it does permit decoupling without setting back, the impetus of the train releasing the hooks if power is switched off at the crucial moment.

TRACK

Here we enter on controversial ground. Test tracks were laid with various combinations of rail, rail fixing, sleepers and baseboard, and further examples were examined in Central Hall on Easter Tuesday. In the end the following selections were made.

Peco sub-scale F.B. rail. The width of the running surface is 0.003in. up on scale, whereas "OO" rail is 0.01in. up. Not much in it, until you remember that the ideal is 0.029in. ($\frac{3}{4}$mm.), and even then it seems insignificant compared with the fact that the gauge is 0.083in. (2.13mm.) too small. With the gauge fifteen per cent down an excess of thirty-five per cent in the running surface might even seem to be of some advantage, since the two errors are opposed. The only reply is that the rail-size error seemed painfully obvious, whereas the gauge error did not.

Soldering to gimp pins. Wheel clearances do not allow spikes to be used with sub-scale rail, so soldering was adopted, and is proving satisfactory.

Balsa sleepers. To ensure complete freedom of track layout, all sleepers were cut from $\frac{1}{32}$in. balsa sheet, 0.1in. strips being cut first with the aid of a balsa stripper. Sleeper length is 0.9in. and pitch is 0.3in. This produces a pleasant track that is matched in dimensions if not to exact scale. To avoid splitting the sleepers the gimp pins are put in between them at 0.9in. pitch.

Peco loose ballast. This is laid liberally after the sleepers are fixed, and then soaked with shellac varnish. When the varnish is dry the excess ballast is cut away and rubbed down, producing a surface of suitable texture and colour. Edges are trimmed last, using a sharp knife.

Baseboard. The layout now being built is a 54in. x 30in. compression of John Ahern's "six by four" on page 12 of RAILWAY MODELLER Layout Plans No. 2. Intended to be *very* portable, it folds on the long centre line to form a box with the top of the baseboard on the inside. This uses a plywood baseboard, as weight—and therefore cross bracing—was to be kept to a minimum.

An additional point in favour of plywood is that side load on the track-fixing pins has to be taken by the baseboard alone in the absence of fibre sleepers, and softboard gives too easily for this.

Points are entirely home-made. Our "OO" points are prototype style, but involve a half-lap joint in the rails forming the frog. After one attempt to make this style in "TT," universal points were adopted, with 18in. radius (=24in. radius in "OO").

BUILDINGS

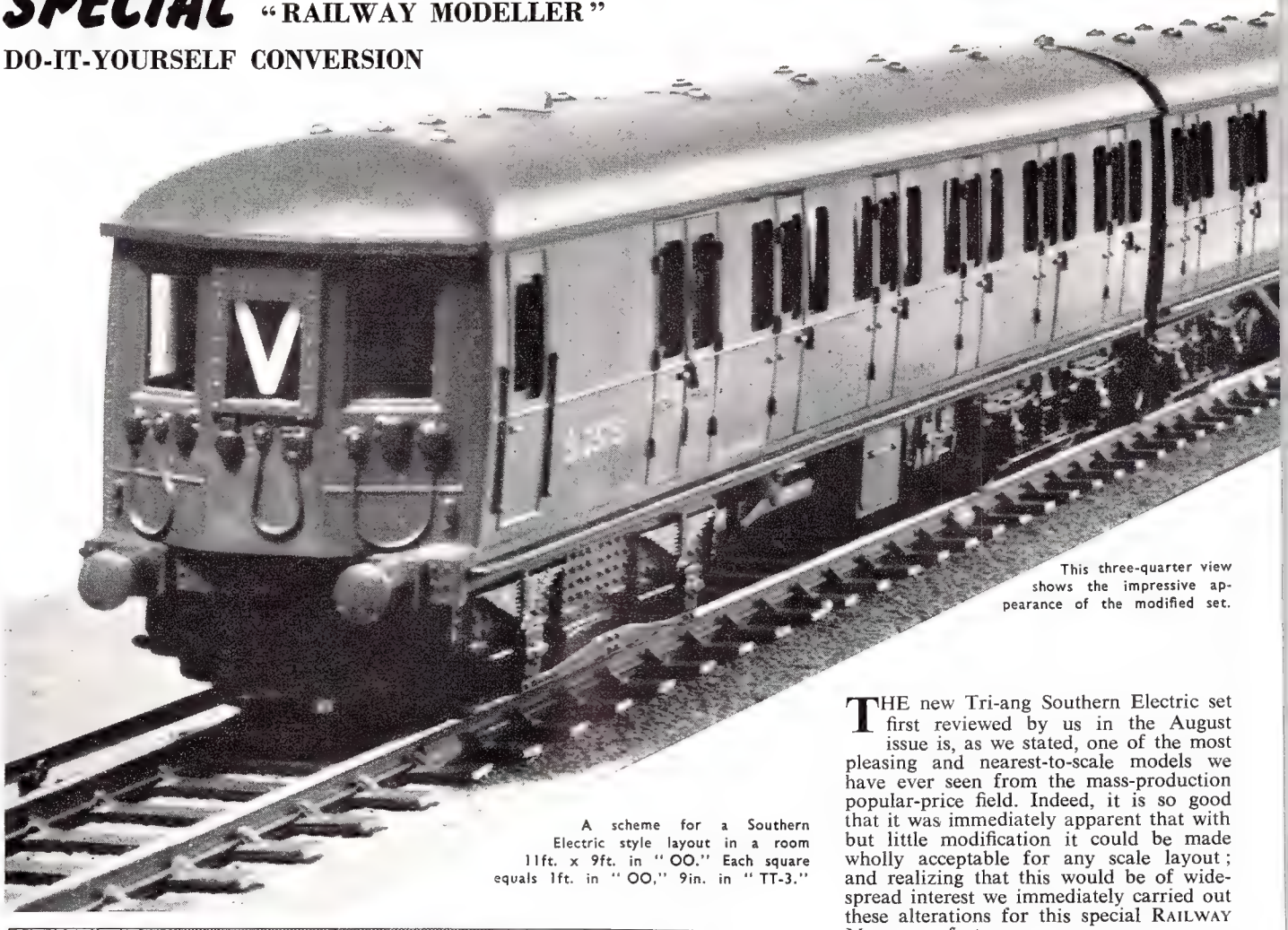
An 'orrid clanger was dropped over scaling the early buildings. It is common to refer to 4mm./foot scale and 6ft./inch as being virtually identical, but to be precise 1/72 scale is 4.23mm./ft. Forgetting this, we gaily used 8ft./inch for "TT," and it was some time before the penny dropped and we identified this with the aid of a slide rule as 3.18mm./ft. The error is only six per cent, and does not matter if you stick to it consistently, but it will show clearly if any fairly large items close together are modelled to the two different scales.

Standard "OO" methods can be used almost throughout, but some simplification of finer detail is both necessary and possible. No 3mm. brick paper being available (or, it seems, contemplated) a stone finish has been adopted as standard, using Modelcraft paper No. 36—coursed rubble wall. This has to be tinted, which does *not* mean plain colour-wash. A plain wash followed by individual tinting of selected stones might suit some modellers, but we ended up by tinting each stone separately, starting with plain burnt sienna and adding cobalt blue bit by bit after painting each colour group. The last gaps were filled in with grey.

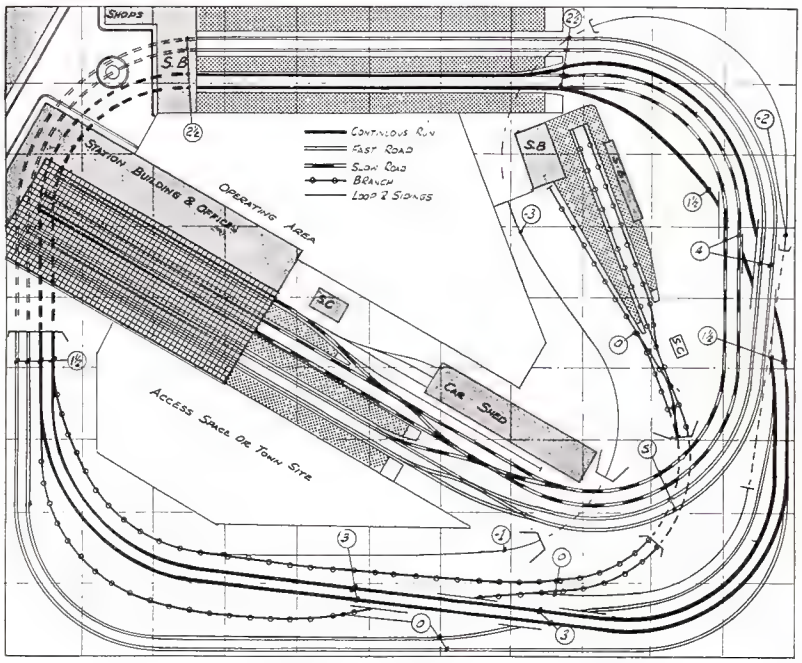
After several attempts to make a board fence in other ways, we cut it from thin balsa sheet, sliced it with the aid of the balsa stripper, and stuck each individual "plank" so formed on to longitudinal balsa strips, omitting an odd plank here and there. The missing planks help realism, and—more important still—cope with the fact that it is very difficult to pack the planks back into the original length once they have been cut!

SPECIAL "RAILWAY MODELLER"

DO-IT-YOURSELF CONVERSION



This three-quarter view shows the impressive appearance of the modified set.

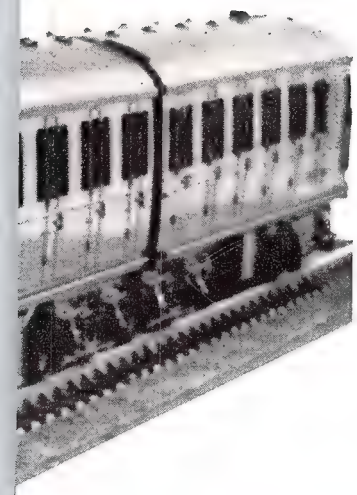


A scheme for a Southern Electric style layout in a room 11ft. x 9ft. in "OO." Each square equals 1ft. in "OO," 9in. in "TT-3."

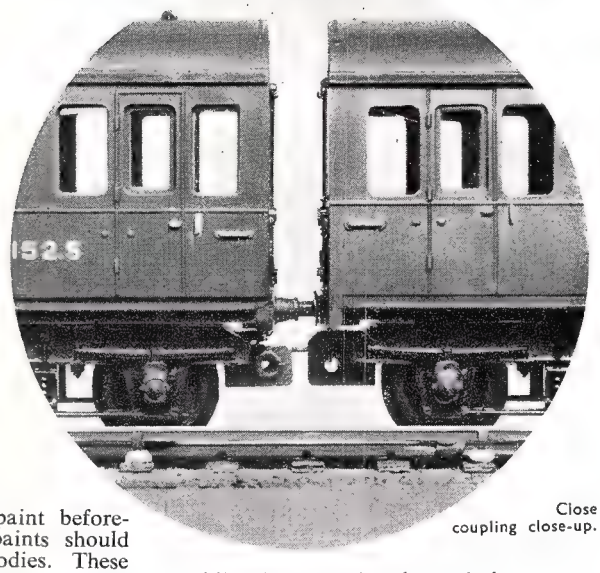
THE new Tri-ang Southern Electric set first reviewed by us in the August issue is, as we stated, one of the most pleasing and nearest-to-scale models we have ever seen from the mass-production popular-price field. Indeed, it is so good that it was immediately apparent that with but little modification it could be made wholly acceptable for any scale layout; and realizing that this would be of widespread interest we immediately carried out these alterations for this special RAILWAY MODELLER feature.

We took a three-car rake and close coupled the coaches, saving 1½in. in the overall length, an immediately obvious advantage quite apart from the improvement in appearance; and since it was to remain a set unit a fixed coupling was supplied. To do this the standard Tri-ang couplings were removed and the rivets cemented back in place, then a wire hook was bent as in the sketch to couple the two bogies. The length of the hook is best found by trial and error, as it does to a large extent depend upon the curves the stock has to negotiate.

At the same time the double buffers were removed and modified to represent the prototype central buffer and rubbing



TRI-ANG SOUTHERN ELECTRIC POSSIBILITIES



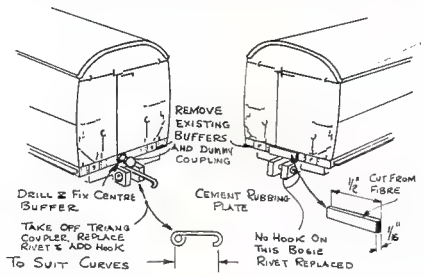
Close coupling close-up.

plate—the simple procedure is shown in the sketch. We further removed the couplings from the motor and dummy motor bogies under the end cars for neatness, but these could be left intact or replaced by the smaller Peco Simplex if it were proposed to run trains consisting of two rakes.

If the set is to run on a layout with prototype pattern points it will be necessary to have bogie wheels converted to scale standards (several of our advertisers undertake this service), while the wheels in the trailing bogies must be changed for scale 12mm. diameter disc wheels. At the same time it is an excellent idea to force Peco Bearing Cups into the axle-holes and to paint them black to match the bogie sides. This has been done in the set illustrated, and the close-up in the circle shows the neat effect of this simple alteration, which can, of course, be carried out on any Tri-ang axlebox.

These comprise the entire mechanical modifications required, but still further improvement can be made with the aid of a paint-brush. The principal part calling for attention is the roof, which as supplied is a fairly light grey. In practice no coach roof, particularly on stock in the London area, is anything but a near black, and therefore a coat of dark grey oil undercoat was given to the entire roof, care being taken to lay the paint on in smooth strokes. The same dark grey was used to paint the solebars and steps, which, due to the process of manufacture, are green in the model. Finally the door handles and the embossed lettering were picked out in yellow paint. This can be done with a brush *if* the painter has a very steady wrist, but we dabbed the paint on to the embossings with a piece of india-rubber lightly coated with paint beforehand. Note that oil-based paints should be used on the plastic bodies. These cannot affect the moulding as can happen with cellulose, while any mistakes can be simply wiped off with a rag saturated in turpentine.

The final result speaks for itself—and would look pleasing on any scale layout—provided the layout were fitted with prototype third rail. This small detail is one which we fear may be overlooked, despite the fact that before two-rail existed a


REMOVE EXISTING BUFFERS AND DUMMY COUPLING
DRILL & FIX CENTRE BUFFER
TAKE OFF TRIANG COUPLER, REPLACE RIVET & ADD HOOK
TO SUIT CURVES
CEMENT RUBBING PLATE
CUT FROM FIBRE
1/2"
1/16"
NO HOOK ON THIS BOGIE RIVET REPLACED

How to modify the coach ends.

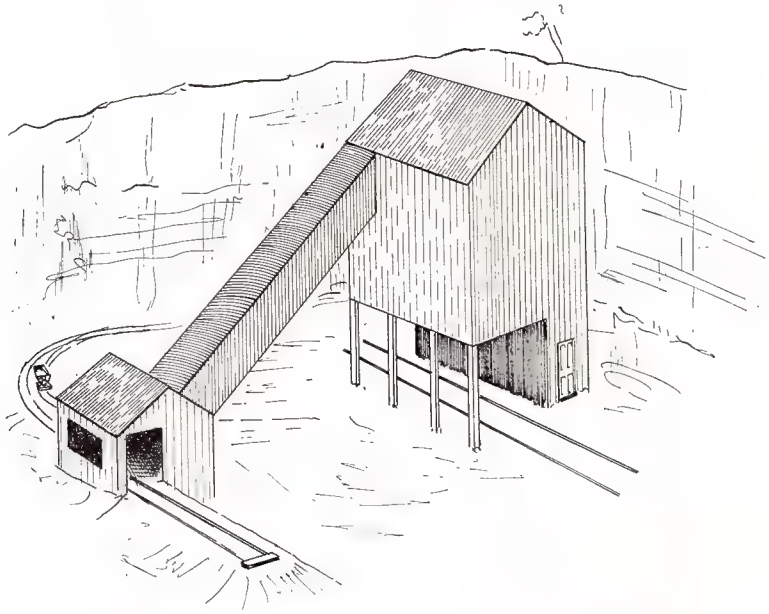
Southern Electric set was often built " to excuse the outside third " ! For this reason we suggest it be made to serve a useful purpose and not be merely an ornamental dummy. Two possibilities exist. The rail can supply separate power for train lighting (this can be used in addition by steam trains on the same track), or alternatively the electric stock can be converted to three-rail pick up, thus correctly limiting its use to such portions of the layout as are fitted with the third rail, while enabling its control to be entirely separate from that of steam outline stock.

In most cases the new sets will be used as an addition to an existing system, but a purely Southern Electric layout has certain distinct advantages. The principal ones are that such a model is ideally suited for extensive timetable or schedule operation, as station working is reduced to a minimum, and that the absence of separate locomotive facilities or the need for run-round loops and the elimination of goods yards enables a relatively complicated track formation to be adopted without having to lay down a large amount of pointwork. Finally there is the possibility of adopting automatic control. The enthusiast who is interested in this branch of the hobby naturally requires trains which adhere to standard lengths and have identical characteristics—indeed, he is not overmuch interested in the train other than to note its existence ; for him the relay panel is the main attraction.

The accompanying plan shows a layout designed for purely Southern Electric operation, and, like its prototype, it is well supplied with multiple tracks and flyover junctions. Gradients are fairly steep, 1 in 25 being the ruling grade, as experiments show that the Tri-ang motor coach can readily haul four cars up such a grade. The longest platforms will accommodate an eight-car set, which enables the modeller to run twin fours with two motor cars if he so desires. These can be split at the intermediate junction, one half proceeding around the loop, the other to the small terminus.

All it needs now is the passengers ! Note the realism of the correct pattern scale conductor rail.

A QUARRY SCREENING PLANT



FROM time immemorial any odd corner on a layout has been apt to receive a short spur and become a quarry. The beauty of this is that as a quarry consists of no more than a hole in the ground it can be any size available, and similarly the constructional work involved is slight.

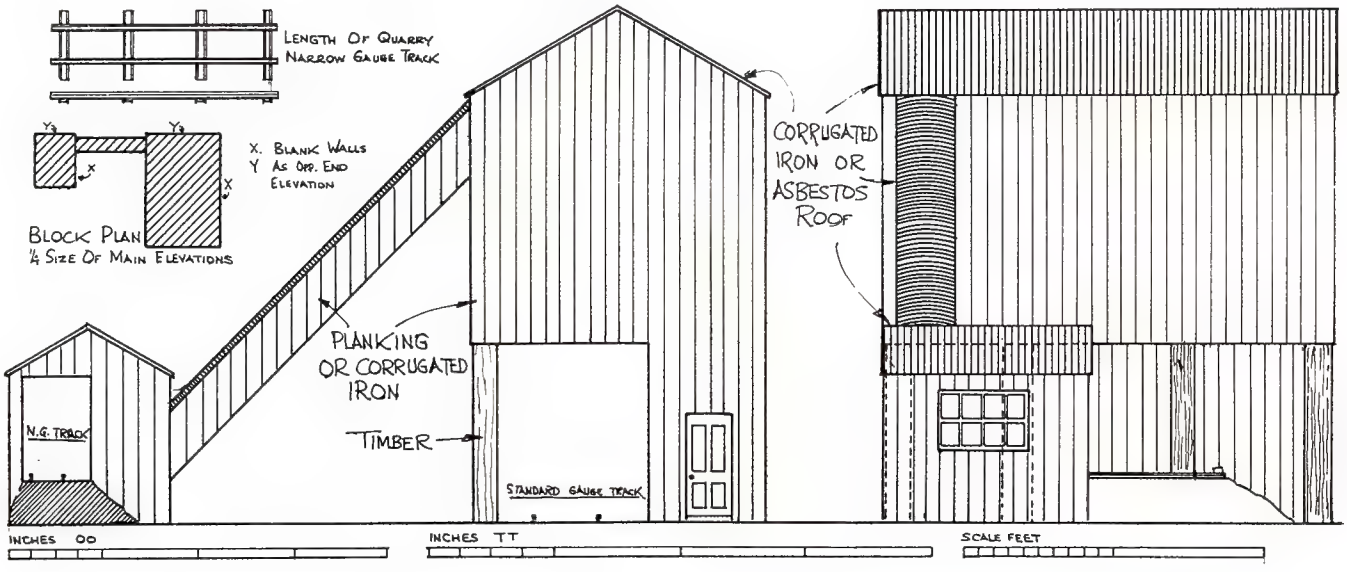
The easiest way of modelling the quarry walls themselves is to use bark, obtainable from any good florist. The bark is cut roughly to height, supported behind on wood blocks, and the ground surface, top and bottom, faired in with plaster filler. Painting depends largely on the mineral that is supposed to be quarried and on the age of the quarry face. A useful dispensation is that a model quarry is able to supply unlimited material without enlarging the excavation !

Quarry buildings are many and varied, each site being a law unto itself. Only one thing is held in common by such structures : they are of a temporary nature, and when the quarry is exhausted they are dismantled and used elsewhere ; therefore the main building materials are timber, corrugated iron and steel girders.

The most prominent building is the screening plant, if the quarry is supplying small material for cement or hardcore, and such a structure forms the subject of this article. It consists of the main screening and loading building, which straddles a standard gauge siding and is connected to an unloading shed by an inclined conveyor. The unloading shed in our sketch is served by a narrow-gauge line, but this is by no means standard practice. However, there is no doubt that a short section of contractor's track does look most attractive, and, as long as it is not required to work, an excellent representation of this standard sectional quarry track can be built up from Peco sub-scale rail soldered to sleepers cut from bullhead rail.

The general construction of the screening plant is shown in the elevations. The walls can be covered in corrugated iron or timber sheathing or a combination of both, but the roof would almost certainly be corrugated iron or asbestos. The general construction offers little difficulty, particularly as in our design access to the screening plant is supposed to be by an internal ladder. The easiest way of building such a structure is to make a " carcass " of stout card, reinforcing the corners with parcel tape, and to cover the whole with an overlay of scribed planking or corrugated iron sheets.

The general finish of such a model is drab in the extreme and would be brown, black, or red oxide, with a liberal coating of dust from the quarry itself. Four of the new Peco mineral wagons, Black Rock, Forest Rock Granite, Beswicks Lime and Ellis & Everard, are suitable for use with a plant of this nature.

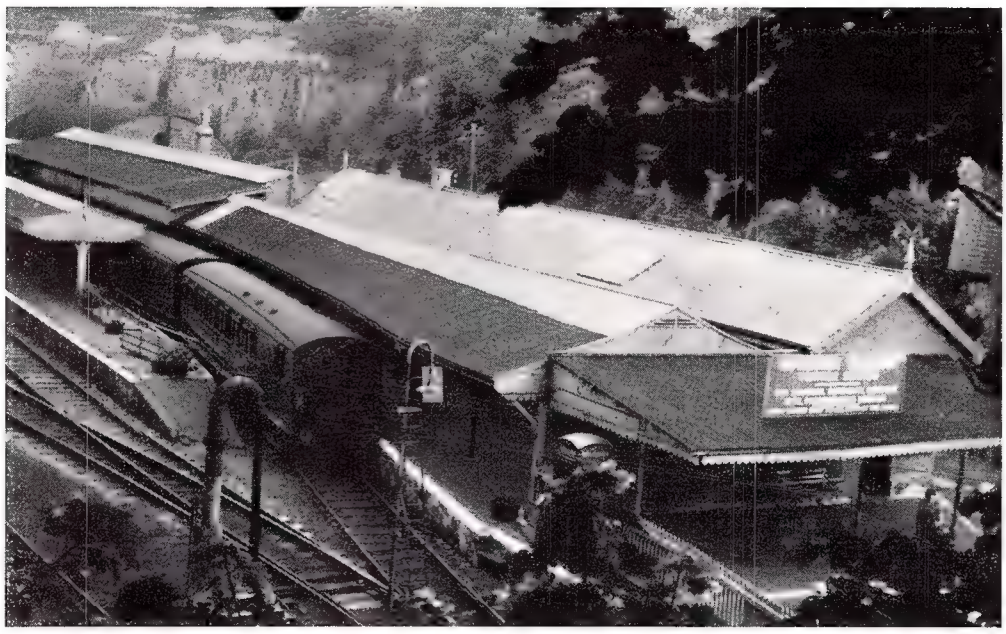


Prototype of the Month

VENTNOR

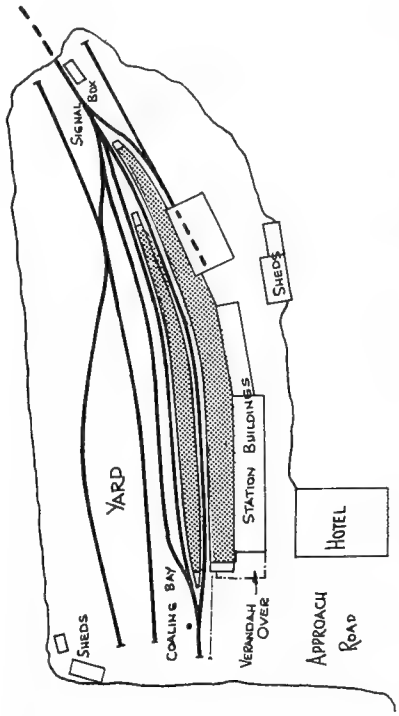
I.O.W.

by P. J. Norris

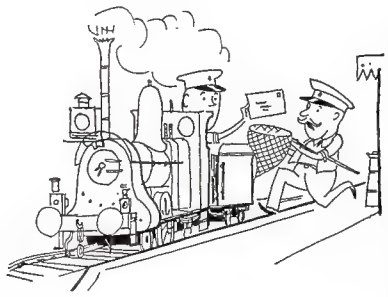


THE terminus at Ventnor has a quite unique site that would appeal to the modeller seeking unorthodox layouts. It lies at the southern end of the single-track line (Southern Region) from Ryde pierhead. Due to its position on a belt of coastal cliff and rock, it was impossible to reach Ventnor other than by tunnelling through St. Boniface Down. The result is that the station and yard are built in an area literally blasted out of the hillside directly outside the tunnel mouth.

The station has two platforms with one road between and one flanking the island platform. Platform awnings are of corrugated iron and glass on wooden pillars, the roof over the main platform being in three distinct sections. The station buildings have a slate roof, and walls with a roughcast finish externally, and consist of booking hall, luggage office, bookstall, waiting and ladies' rooms, toilets, buffet, and stationmaster's office. The usual "Southern" green and buff colour scheme is used. A large awning projects over the approach with a large nameboard above.



READERS' LETTERS



A free-for-all forum of ideas and opinion

CAMBRIAN ODDMENTS

Judging by the train photographs that have been appearing in the railway periodicals of late, the immensely interesting scenic possibilities of the Cambrian coast are far from being neglected. In any case, so many people go to that part of the world because of the narrow-gauge interest. But the standard gauge is still very jolly, in spite of grouping and nationalization.

I always make a dead set at pre-grouping relics, and here are a few recent holiday snaps.

The original Cambrian station buildings at Dovey Junction have disappeared ; they are being replaced by very modern flat-roofed structures. Much as I like contemporary architecture, I cannot feel that they have as much character as the old ones, but these were subsiding into the silt, anyway.

Aberdovey layout is rather nice. There is not much traffic in the goods yard proper, which seems to be mostly used for stabling stock. Local coal traffic is dealt with at a wharf near the jetty served by the old Aberdovey Ferry branch. This is also used for taking loco sand from the beach. Therefore, in spite of the absence of sea-borne trade nowadays, the short branch still functions, making of Aberdovey a rather modellable layout.

R. W. G. BRYANT.

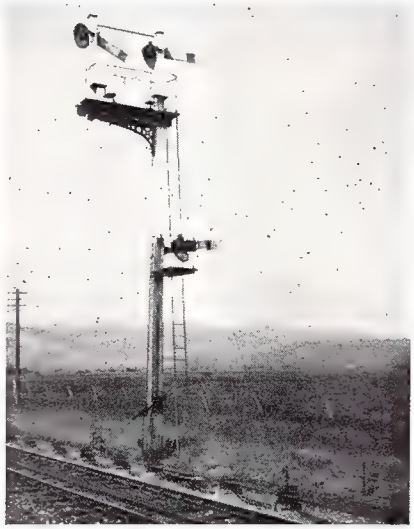
Coventry.

Aberdovey station building.

Down starter at Aberdovey, with goods arm controlling access to facing siding at exit from loop (a common feature of Cambrian passing-loop layouts).

CANALS

I am afraid that this is going to be a rather long letter, but I hope that it will be of some interest to yourself and perhaps to the readers of the R.M. I was very pleased to read the article by Stanley Elson, A.R.I.B.A., on canals in the current issue of the R.M. There are, however, a few remarks that I would like to add, not as facts, for I have not lived in England for eight years, but as some information that your readers might like to check.



Interesting Cambrian signals at Dovey Junction.

1. *Overbridges*

The article does not state where these bridges are located, so I have drawn up a small map — the Grand Union Canal between Denham (Bucks) and Uxbridge (Middx)—to show how these were used to carry the towpath from one side of the canal to the other to avoid the various intersecting waterways (Fig. 1).

2. *Narrowboats*

The boat shown in the article is what I believe was called a butty barge, that is an unpowered one which is towed either by a horse or, more commonly by 1949, by a powered narrowboat. The latter I have shown in Fig. 2. It can be seen that the stern is differently shaped and that the engine is mounted ahead of the cabin. On the Grand Union, barges were usually painted with red and white supstructure, and sported such names as "Alice," "Hero" and "Royal Sovereign." The two principal users of the canal were the Grand Union Canal Carrying Co. Ltd. and Fellows, Morton and Clayton Ltd. There were also some rather wider boats, about ten feet wide, belonging to a gravel company by the name of Boyer. These could still be seen, some sunk to the gunwales,

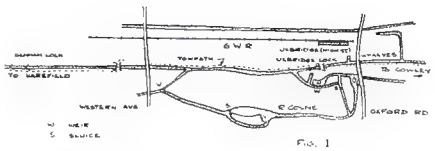


Fig. 1

Fig. 2

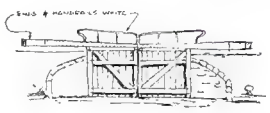


Fig. 3

in a small dock near the junction with the Slough (Bucks) branch. The G.U.C.C. Co. also had some barges for rough stone and refuse, built on the same lines as a butty barge, but fourteen feet wide.

3. *Locks*

The lock gates as used on the Grand Union are approximately as shown in Fig. 3. These are double gates giving a fourteen-foot-wide lock. The sluice gates are set in the stone side of the lock, upstream of the gates. There is also a sluice letting water flow from the higher to the lower level bypassing the lock. The inlet to this was protected by a moored telegraph pole (which in a model could have a small boy balancing on it, rather precariously!).

The above notes are memories from when I was but 15 years old, but I think that they are fairly accurate. I would look forward to more canal data, as I am going to incorporate a small section of canal on my portable layout. I would be glad to hear from any reader who can correct or augment this rather overlong letter.

H. DUDLEY COLLARD.

Portland, Oregon, U.S.A.

With the canal-side sketches the August MODELLER certainly made its mark, but reading the canal article I soon found myself reaching for *Narrowboat* (Rolt) and that classic of the Cut, *Idle Women*, both books to be recommended to anyone tackling a canal model. I am wondering, therefore, if I might be permitted to add a few notes to Mr. Elson's most interesting article.

Narrowboats commonly travel in pairs, and so only some have engines, and these differ somewhat from the drawings, all of which show butties, that is the "trailer" boats. The cabin of the powered boats is a little higher and is extended forward to form the engine room, from which the engine exhaust is led upwards in a pipe very similar to the cabin stovepipe, usually fitted with a narrow curved deflector over the top. The extreme stern is flat and semi-circular in plan, the rudder being hidden below, and the tiller being in the form of a thin metal swan-neck. Obviously to have two butties proceeding up your canal would be like running trains with no engines! For a pre-grouping-period railway the boats should be all butties, and horses or mules then appear on the towpath. The boats then lose their tarpaulins and have tall towing posts about one-third of their length from the bows.

"Bridgeholes," the small brick or stone arches built at the same time as the canal, are about half the width of the canal, usually with the towpath passing through the arch, when the edge of the arch would become deeply scored by the towropes. Bridges for new roads or railways built later than the canal usually span the whole width forming the "bridgehole."

The very narrow single-gated locks holding only one boat are a hindrance to pair working, and the double-gated type of the top drawing are more common. With these the V formed by the two gates *must* point towards the higher water level at both ends.

Canals have their characteristics just as much as railways, and it would surely offend the serious modeller to put a Shropshire Union balanced lift bridge alongside a model of the Southern Railway, while the Great Eastern fan might do worse than try one of the typical locks of the River Stour Navigation, with no balance beams and overhead tiebeams, which figure in some of Constable's paintings. G.W. and L.M.S. folk are safe enough with Grand Union prototypes, on which these remarks are based.

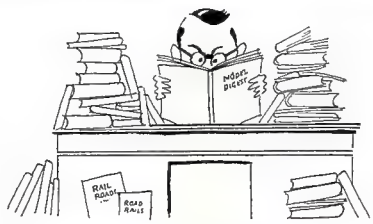
If space permits the modelling of enough canal for a pair to be shown under way, then loaded boats are towed on a long snubber, about their own length apart. When empty the butties rise evenly by about three feet, but the engines are heavy enough to keep the sterns down and the bows rise almost out of the water. When travelling empty the boats are tied closely together with a short strap, or the butty is towed alongside. An empty butty flapping about on the end of a snubber would be unmanageable.

And please Mr. Elson, sir, we are not bargees!

W. MICHAEL SALMON.

Llandridnod Wells.

BOOK REVIEW



SIXTEEN ON, an anthology of railway stories, compiled by Charles Irving (Macmillan, 16/-).

The railway has become so much a part of modern life that it is inevitable that authors must from time to time use it as a background. However, in the stories in this anthology the railway is more than just a background, it is an essential part of the action.

The sixteen stories in this volume range from 1886 to the present day in time and cover almost the entire range of railway operation. We begin with a classic, Charles Dickens's eerie ghost story "The Signalman," an automatic choice and a superb beginning. O. Henry's "Holding up a Train" sustains the level—one is left wondering how true the reminiscences are. Conan Doyle is represented by "The Story of the Lost Special," in which, to quote Hamilton Ellis, the impossible keeps happening; yet Doyle's ability to create a true railway atmosphere carries conviction until the end. ".007," by Rudyard Kipling, is the second story with a transatlantic setting, this time a roundhouse where a new engine (which appears to have got there only on the duplicate list) is brought into the fraternity. "Pipes in Arcady," by "Q," begins as a fantasy and concludes with logic, yet remains wholly delightful. "Poisson d'Avril," from Somerville and Ross's immortal Irish R.M., takes us on a traditionally Irish journey. Roy Vickers's "The Eighth Lamp" is a ghost story set on the Inner Circle and suffers from comparison with Dickens's story—it is perhaps the weakest story in the collection. W. A. Darlington's "A Chain of Circumstance" is a pleasant light romance in which a communication chain resolves a lovers' tiff. R. Austin Freeman's "The Blue Sequin" brings us Dr. Thorndyke solving a mysterious death in his usual precise fashion. In Edgar Wallace's "The Branch Line" we meet the irrepressible Bones, who manages to do something we all would dearly love to do—buy a branch and run it ourselves! Saki's "The Mouse" is perhaps the classic story exploiting the peculiar isolation of a non-corridor compartment. Freeman Wills Croft's "Crime on the Footplate" is not a strict "whodunit," for we see the mechanism of the crime unfold before us, but in Edmund Crispin's "Beware of the Trains" the mystery, set on a prosaic Southern Electric train, is not resolved until the end. Hamilton Ellis in "T.P.O." shows how important it is for intending train robbers to become wholly familiar with every aspect of railway operation. Richard Collier in "First Class Romance" creates a lifelike caricature of the railway enthusiast, but is just two paragraphs too long, while in the final story, "The Nine Locomotives," Mr. Irving shows that he can write as well as he can compile an anthology.

Between the main items a number of well-chosen vignettes from longer works are sandwiched. These include Jerome K. Jerome's classic description of old Waterloo station from *Three Men in a Boat*. Each story has an excellent heading illustration by C. W. Bacon.

JUNIOR MODELLER

SIGNALLING SIMPLIFIED

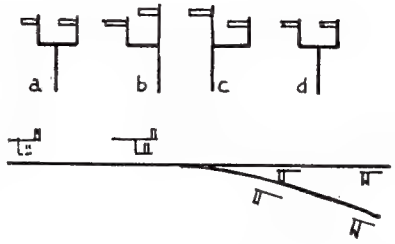
JUNCTION SIGNALS

WHERE two running lines diverge, junction signals are needed. These in simple cases take the form of a bracket signal, but in complex cases extensive gantries are required. However, on the average model railway the standard bracket signal suffices. The three main types are shown in *a*, *b* and *c*. In *a*, both upper posts—or, to use their usual name, dolls—are of equal height, indicating that each route is of equal importance. Where one route is the main and the other the branch, a shorter doll is used for the branch signal, as shown in *b* and *c*.

At one time it was standard practice to provide distant signals repeating exactly the indications of the junction homes. These were known as split distants and are depicted at *d*. Today split distants are rare, and are normally found only on old installations and where both routes are of equal importance. The modern practice is to provide only one distant signal, interlocked with the main line signal so that the driver of a branch train will pass a distant at caution and thus be reminded of the need to slow down to take the diverging route.

The lower diagram shows the standard arrangement of signals at a junction. Note that, in additon to the bracket signal approaching the point, home signals are required to protect the junction when trains are approaching it from the branch or main line in the converging direction. On the prototype these signals would, of course, be interlocked with the points and with each other to prevent conflicting routes being set up, but such refinements are to be found only on model railways built by signalling enthusiasts.

The arrangements shown in this diagram hold true for double- or single-track junctions, the signals being generally



located on the side of the tracks indicated. However, from time to time signals are located on what appears to be the "wrong" side of the line, and this is done to give the approaching driver a better view of the arm, generally because the line lies on a sharp curve and is surrounded by high buildings or lies in a cutting.

TRAIN MAKE-UP

SUBURBAN WORKINGS

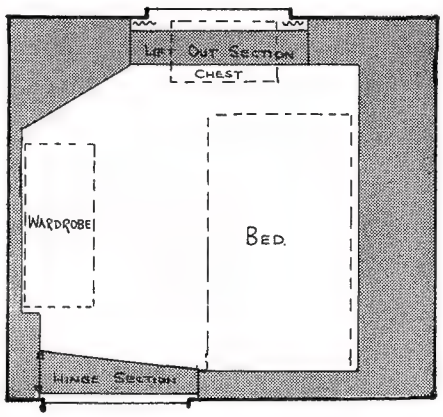
THE suburban train proper is a very specialized form of transportation. Its purpose is the rapid transfer of large numbers of people from their homes to their work in the morning and from work back home in the evening, while in between it deals with a large volume of shopping and pleasure travel. Because the requirements of this traffic can be closely assessed the trains are normally marshalled into block sets—or, to use the correct term, rakes.

A rake normally consists of two, three or four coaches semi-permanently coupled, usually with special couplings and buffers which bring the coaches very close together to get more coaches into the limited platform faces available. Usually trains are made up from basic rakes (which always have a brake third at each end) of three or four coaches, to which strengthening rakes of two coaches are added at peak times, or two standard sets are coupled together.

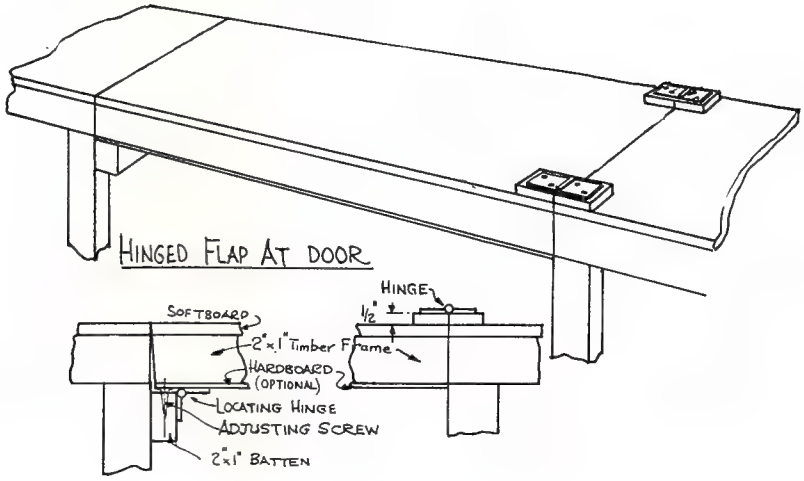
The modeller who is perhaps limited to no more than four or five coaches can nevertheless reproduce this effect in his own layout, especially if he is prepared to go to the length of removing the existing buffers and auto-couplers from all but the end coaches of a rake or strengthening set.

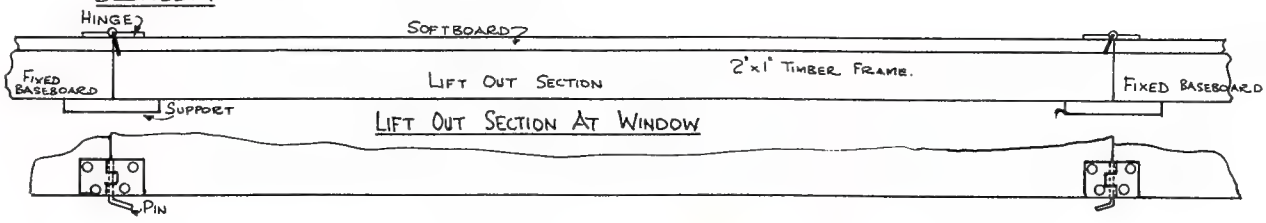
If a three-car basic set has a two-car strengthening rake added for rush-hour use a lot of variety can be added to the timetable.

DEALING WITH THE DOOR



BLOCK PLAN OF BASEBOARDS IN SMALL (8'×9') SINGLE BEDROOM





WE have noticed that a large proportion of visitors to our offices seem to have adopted a large, solid, single baseboard for no other reason than the difficulty—wholly imaginary—of constructing anything else. In actual fact, the simplest site for a permanent layout is a relatively narrow shelf round the room. This is less troublesome than even the smallest of solid boards, while offering a really extensive site for a railway. A 12in.-wide shelf is ample for quite an ambitious scheme, and can be carried over most bedroom furniture except a wardrobe, but by bringing this forward a couple of inches an excellent site for a tunnel is provided. Our plans shows a typical arrangement for a boy's bedroom, and clearly indicates the two apparent difficulties, the door and the window.

Of these the door is the bigger problem. It is, however, easily dealt with, the most straightforward solution being the hinged flap. This consists of a section of baseboard some three feet long hinged at one end to lift up when the railway is not in operation. The construction of a typical flap is shown in the diagrams, which are virtually self-explanatory. There are, however, certain points which must be kept in mind when building such a flap. First and foremost, the level of the hinges must be above the top of the track and of any scenic features abutting directly on the hinge end of the flap, otherwise these will be broken as the flap is lifted. Second, the free end of the flap must line up accurately each time. Close-fitting hinges help there, but even the best quality hinge has a little play, which is magnified at the far end of the flap. Some simple location is therefore needed, and we ourselves use a further brass flap-back hinge with the pin removed to locate the ends and prevent them moving sideways, but any close-fitting metal locating device would be equally effective. Vertical alignment is taken care of by two heavy countersunk screws driven into the timber support at the far side. These screws provide micrometer adjustment of level and obviate any need for superlative accuracy in the carpentry.

The tracks themselves are cut squarely across the joints in the flap. Even if the rest of the layout is laid in proprietary sectional track this section should utilize a section or sections of universal track. Electrical supply is carried into the flap by means of lengths of flexible wire at the hinge end, and fed out at the far end by spring contacts. It is advisable to energize some two or three feet of track on the far side of the break solely through the flap to prevent accidents, but where feeds have to be taken across the doorway it is usually best to carry the wires neatly over the architrave.

As most doors open inward the door should be locked before operations commence in order that an incautious visitor may not damage the paintwork by attempting to come in when the flap is down. A refinement would be a small warning light on the far side of the door, for which purpose a low-consumption 12-volt bulb wired across the power unit will be ideal; furthermore, it will give a valuable reminder should the unit be inadvertently left on after operation has ceased.

The window is also something of a problem, though this is not always realized at first. The principal difficulty arises from the fact that the ideal level of the baseboard is generally higher than that of the window-sill, and thus the railway effectively cuts the opening in two. While this is of little importance where the room is devoted solely to the hobby, in a bedroom it can be most inconvenient. For this reason we advise that the baseboard at this position be made portable, and that it be brought forward from the wall to provide room for the curtains if these are to hang outside the window recess. Furthermore, if the window receives the full force of the sun it is really advisable to remove the layout, for direct sunlight through glass can raise the temperature to an alarming degree and in quite normal cases cause distortion in the track.

The actual construction of a lift-out section is quite simple. Once more it consists of a straightforward section of baseboard so arranged that it can be readily lifted out. To preserve alignment we recommend that brass flap-back hinges be used, their pins being first removed and replaced by close-fitting wire pins, which serve to unite the section of baseboard. Electrical connections across the joints can be made by spring brass contacts. The section is supported by wooden strips screwed to the underside of the adjacent baseboards or to the baseboard legs.

Personality Parade No. 70

Gordon Vincent Cary Webb

GORDON Webb, who has just taken over the onerous post of hon. secretary of the Lewes and District Model Engineering Club, is now somewhat discouraged in his hobby, having also made his ninth move since the war. Nevertheless, he is rallying with "TT-3," though previously he worked in the popular 4mm. scale.

Another of his activities is the Army Emergency Reserve, in which he holds the rank of sergeant-major. He finds that his annual camps provide an opportunity of visiting (at the Army's expense) out-of-the way and interesting branch lines.

Another ambition, to be a professional dancer, was achieved some years ago in conjunction with his wife, herself a teacher of dancing. This career, however, was brought to an untimely end by the arrival of triplets.

Apart from railways, prototype and model, motoring, the cinema, indeed anything except gardening, he finds time to function as registrar of births, deaths and marriages and as a member of the national executive council of the Registrars' Association.

CLUB NOTICE BOARD

PROGRESS ON MERSEYSIDE

The new clubrooms at 12 Chester Street, Birkenhead, are open every Friday night from 7.30.

The "TT-3" gauge layout is almost completed and with a bit of luck running should commence this month. The "E.M." gauge is gradually having the scenic work added to it and the trackwork is virtually completed.

The monthly talks at the Grenville Cafe, Tithebarn Street, Liverpool, have commenced and anyone who would like to join in will be assured of a very warm welcome.

The only way to learn about railway modelling is to join a club. There is only one model railway society on Merseyside catering for **all** gauges. Why not join the Merseyside Model Railway Society? Those who do not wish to join immediately, or would like to see how a model railway club is run are invited to either of the club's addresses at the dates and times given. Remember, the club is open **every** Friday night at 102 Chester Street, Birkenhead.

GUILDFORD LAYOUT GROWS

The 4mm. boys of the Guildford M.E.S. have a layout about 12ft. by 9ft. on legs and sectional, using wireless valve bases and plugs for electrical continuity between sections.

The main terminus is so far incomplete, although the eight roads are operable. There are three other stations, one being high level, reached by an attractive flyover. This puts part of the double circuit in the tunnel. Apart from two electric points the remainder and signalling are by rod control.

There are two control panels so far, with one more to come, and an interesting point is that the layout was designed (over two years' work there) for an operator at one position to control a train from any other station to his!

Scenery and rolling stock are supplied from members' own layouts for special occasions.

The club night is Tuesdays and visitors are welcome, but prior notice is advisable or they may only see rail being soldered to pins. The hon. secretary is Mr. V. H. R. Selley, 42 Raymond Crescent, Dennisville, Guildford (tel. 3577).

LEWES CLUB'S NEW SECRETARY

The Lewes and District M.E.C. suffered a severe blow to its fortunes by the recent sudden death of its hon. secretary, Mr. William Hebblethwaite. Mr. Hebblethwaite, a retired civil engineer, was a fine craftsman and a skilled model engineer, interested in the larger gauges.

Mr. Gordon Webb has been elected to the vacant secretaryship.

Trackwork and power supply have now been completed on the club's "OO" layout, and buildings and scenic work have been started. Still more new members are required. Club meetings are at 7.30 p.m. on alternate Fridays at Southover Grange, Lewes. The hon. secretary is Mr. G. V. C. Webb, Flat 5, Wallands House, 34 King Henry's Road, Lewes.

ANTIPODEANS PLEASE NOTE

The Association of Pacemaker and Australian Railway Modellers (Eastern Region) will hold its second annual convention and exhibition in the CENEF Centre, 201 Castlereagh Street, Sydney, on November 22, 23 and 24, 1957. Saturday, November 23, will be given over to the exhibition. There will be an admission fee of 1/- and light refreshments will be available all day. For further information contact the convention secretary, Mr. E. W. O'Halloran, 1 Penkivil Street, Willoughby, N.S.W., Australia.

FOUR M.R.C. MEETINGS THIS MONTH

Members will note that there are four meetings of the Model Railway Club this month instead of the usual three and the club is looking forward to seeing and hearing on October 24 its president, Mr. G. P. Keen, who is not now able to be with members as often as they would like.

Those who wish to learn "how it is done" should make a point of attending the lecture by Frank Briggs, and also the chairman's evening. Frank is an expert on matters electrical and he puts over his material in an interesting and easy-to-understand manner. The chairman's evening will consist of short talks by several club members on various aspects of model-making and there will be many worthwhile hints, tips and wrinkles to be gleaned from these practical model-makers.

THE NOVEMBER "RAILWAY MODELLER" WILL BE PUBLISHED ON

OCTOBER 25

Late copy for this issue by return, please.

COPY FOR DECEMBER must be received by October 25.

CLUB CALENDAR

October Meetings

Birmingham Model Railway Club
2—Track night.
10—Track night.
16—"Garden railways" (illustrated). Mr. R. E. Tustin.
24—Track night.
30—Track night.

Bolton Model Railway Circle
At 6 Sefton Road, Smithills, Bolton.

Edinburgh and Lothians Miniature Railway Club
15—Technical film show.

Historical Model Railway Society
21—"Goods rolling stock." Mr. K. Vincent.

Hoddesdon and District Model Railway Society
2—Running night.
9—Control panel wiring (2). Mr. R. Chapple.
16—Layout construction.
23—Locomotive construction (2). Mr. G. Williams.
30—Layout construction.

Merseyside Model Railway Society
18—The railways of the Mersey Dock and Harbour Board. Mr. Saner. Liverpool.
25—Brains trust. Birkenhead.

Model Railway Club
3—Talk by F. J. Briggs on practical model railway electrification, at Caxton Hall.
17—Track night (S.R.), at Hammersmith.
24—President's evening, at Caxton Hall.
31—Chairman's evening, at Caxton Hall.

NEWS SPECIAL

THE STOP PRESS OF THE MODEL RAILWAY WORLD

From our Staff Reporters and Special Correspondents

OUTSTANDING NEW HORNBY-DUBLO LOCO

ADVANCE NEWS OF "BRISTOL CASTLE"

AS we announced last April, Meccano Ltd. were tooling for a new Castle class locomotive, but at that time few if any modellers envisaged such an outstanding specification as the final product possesses. We are very happy to be able to publish this official release from Meccano Ltd. concerning the new locomotive, which, as can be seen from the official illustration of their pre-production prototype above, is really a super-detail model at a mass-production price that will delight every 4mm. scale modeller. Indeed, we are sure that those who are not Great Western will be busy finding reasons why a Western Region loco should appear on their layouts!

G.W. fans will, of course, realize from the photograph that not only have all the essential Swindon characteristics been faithfully captured, but it is possible to recognize the model as one of the 70XX batch of Castles. The turned copper cap on the chimney is truly delightful, but not more so than other significant details—the offset centre splasher, the authentic numberplate on a separate mounting, the separate reversing rod, the correct tapered boiler and waisted belpaire firebox so characteristic of the class, the mechanical lubricator, the outside steam pipes and, above all, the fact that there is daylight under the front of the boiler. As any loco constructor will tell you, these are the points which make a model. The safety valve casing, splasher rims and cab window beadings are brassed to give the correct prototype finish. The body is, according to standard Hornby Dublo practice, diecast with full rivet detail.

The chassis is fitted with an entirely new pattern motor, the original plan of tender mounting having been discarded in favour of the more conventional location. This motor drives the correct pattern wheels through a 36 to 1 gear drive, and we understand that the performance, particularly at the all-essential low speeds, is superior to previous Hornby-Dublo standards, as one would expect from this specification.

The pick-up and television suppressors are mounted in the diecast tender, which is permanently coupled to the locomotive with a stout drawbar and two screws, a logical step which makes the loco design far more straightforward and does not in any way affect the adhesion of the drivers. Moreover, due to the greater weight of the tender, backing a train over complex pointwork is made that much safer.

It is hoped that this excellent model will be on the market in approximately one month's time, and we shall of course be giving further details of it when we have had the opportunity of testing a production sample on our own tracks.

THE MODEL RAILWAY
HOBBY SHOW
SEE OVER ➡

NEW TRI-ANG "TT" ITEMS

EACH time we get something new from Tri-ang it seems that they have somehow pushed the standard just that little bit higher. The latest "TT-3" models are no exception to this general rule.

The two main-line coaches are without a doubt the most pleasing vehicles they have so far produced, indeed the only people who may be disappointed are those who must modify commercial vehicles, for apart from closing up the couplings, which tend to hold the coaches a little too far apart, there is nothing to do to make them wholly acceptable on a scale layout. Certainly only a real expert could approach the standard of finish and detail accuracy of these excellent models, yet the price is only 7/6! At this price there is no reason why long main-line trains cannot be run now that "TT-3" allows so much more in a given space.

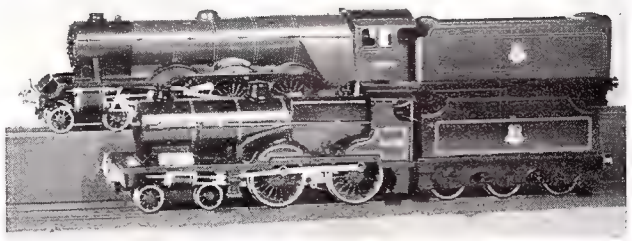
The loco shed comes in 4½in.-long units two tracks wide, the tracks being at 1¼in. centres, which happily is the correct spacing for a prototype shed, as extra space is always allowed between the roads to permit maintenance. Furthermore, the interior of the sheds carries this out a stage farther, for the rails are sunk in a plastic floor which is provided with inspection pits, a touch of realism rarely attained on scale layouts!

The single unit will take two "Jinties," two units will be needed for the forthcoming Castle. Our photograph shows four units arranged to form an attractive large depot, innumerable arrangements are possible.

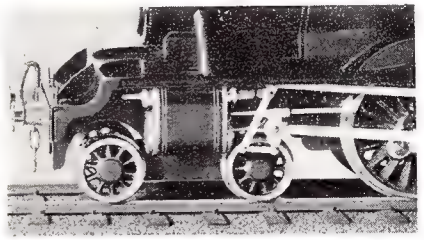
The plastic smoke jacks can be snapped out so that the sheds can equally be used for car sheds, while their north-light roofs would permit them being used to form model factories in "TT-3" or "OO" layouts.

The sheds are finished in self-coloured matt plastic, the roofs being black and the sides cream with brown windows. Moulded transparent roof lights complete the picture.

BASSETT-LOWKE ADOPT FINER WHEELS

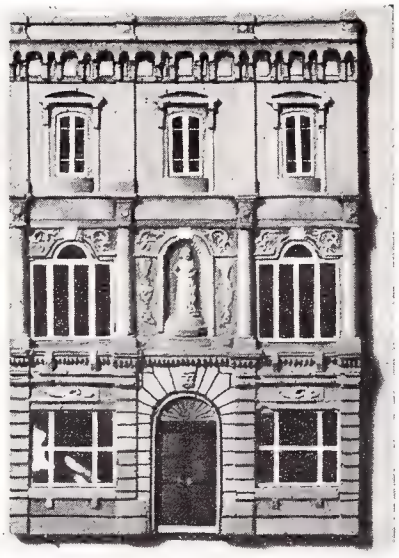


EVER since the introduction of "O" gauge Bassett-Lowke have adhered to the same wheel standards, standards which enable a large locomotive to be driven at high speed round 3ft. radius curves without fear of derailment. As long as "O" gauge remained the popular scale this was a wise precaution, but today 7mm. scale is almost exclusively the province of the serious scale modeller, who, even if he is forced to use sharp curves, does attempt to run at something approaching the true scale speed around them, and who will appreciate a more accurate wheel standard.



Realizing this, Bassett-Lowke now offer a selected range of locomotives with True-scale wheels in addition to their old standard profile. These improved wheels are made from turned castings in fine grade iron, and as can be seen from our photograph of two of the most popular models in the range, the Flying Scotsman and Midland compound, the appearance of these impressive models is considerably enhanced. Furthermore, the diameter of the bogie wheels has been increased, as the models are intended for larger radius curves, and the coupling between tender and locomotive shortened to give a better appearance.

This is a most heartening piece of news, coupled with which we hear that Bassett-Lowke are developing a new pattern track to improve still further the general appearance of the larger scale railway.



BALLARD BUILDING BOOM

Victorian facade has everything

WHETHER one approves of Victorian architecture or not, there is no doubt that the multiplicity of detail makes modelling difficult, to say the least. The 4mm. scale low-relief model produced by Ballard Brothers and illustrated above is the answer, for it offers a complete super-detail Victorian house front moulded in plastic.

The model is available painted and glazed, as shown above, for 21/-, but unpainted versions are also available for the modest price of 6/9. These seem to call out for the attention of the detail enthusiast, who can, with their aid, model an entire facade of one-time town houses of distinction now given over to commercial use and adapted as offices.

GEM are introducing large (24in.) radius points for "TT-3" and rail-built buffer-stop kits.

Tri-ang "TT" Castle is expected this month, and will cost 55/11 complete with tender and simplified lining. The long-awaited clockwork "OO" locos should be available in the very near future.

Nucro have introduced "TT-3" wheels, price 9d. per pair on axle or 1/6 per set.

Hammant and Morgan's new catalogue lists several interesting new items, including the Powermaster (reviewed last month) and the Cadet—a 4½-volt D.C. unit suitable for operating the new Trix Cadet and other low-voltage D.C. motors.

Peco Spiked Track Point Bases will soon be available separately to meet popular requests. Prices to be announced shortly.

K's hope to introduce a really outstanding new kit in time for the Hobby Show—watch out for it.

Peco have introduced an improved Universal "OO" F.B. Scale section rail now not only available in treated steel but also in nickel silver.

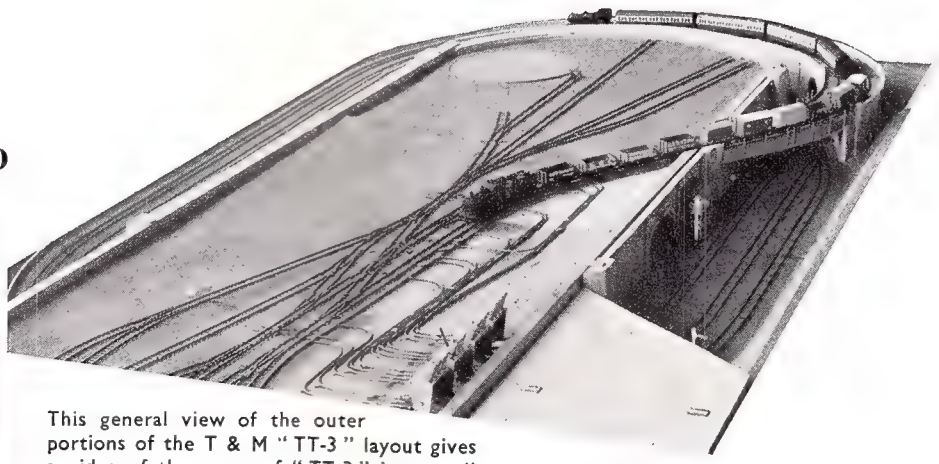
Pecoway Universal is now available in yard lengths and with the new nickel silver Universal rail.

Peco Universal Spiked Track and Point Kits are now also available with nickel silver rail.

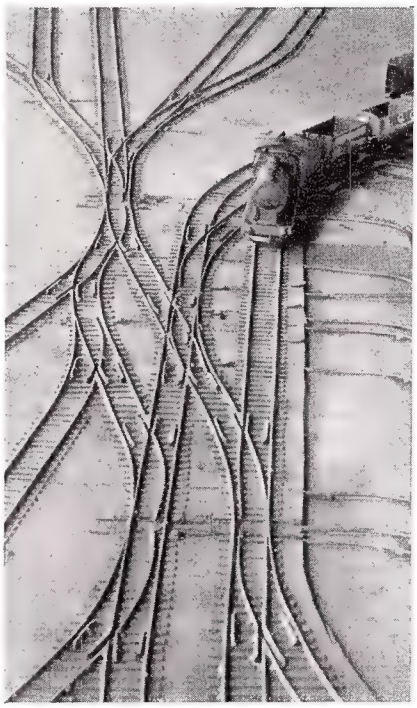
3RD MODEL RAILWAY HOBBY SHOW OPENS TOMORROW

SEPTEMBER 26TH — OCTOBER 2ND

CENTRAL HALL, WESTMINSTER



This general view of the outer portions of the T & M "TT-3" layout gives an idea of the scope of "TT-3" in a small space.



Above: complex trackwork at the terminus approach. Below: some of the special rolling stock which will be used on the layout. *Photos by D. Bryant.*

WITHOUT a doubt "TT" will be the sensation of this year's show, for this is the first major exhibition at which a really representative range of 3mm. scale products will be available. Pride of place among the exhibits will unquestionably be the magnificent "TT-3" layout on the Taylor and McKenna stand, illustrated in its early stages on these pages. This fine example of 3mm. scale craftsmanship has been specially constructed by Mr. R. D. Dimmock, the technical director of Taylor and McKenna, in conjunction with the shop manager, Mr. Bean, who is taking care of the scenic details. As can be seen from our photograph, the main terminus has a fine complex array of pointwork (including slip points). The rolling stock in use will include examples of the special hand-built stock offered by Taylor and McKenna. Incidentally their stand number is 3 and not 13 as shown in their advertisement last month, and once more they will be featuring the full range of Peco products, and a Peco technical representative will be present.

In addition they will be exhibiting on a separate stand the complete range of Marklin equipment, specially imported for the occasion with the co-operation of the Board of Trade.

On Mellor's stand two layouts will be shown, one in "TT-3" and the other in 4mm. scale, demonstrating the utility of the GEM range of track.

Hamblings' Bilteezi cards will be employed to produce a complete model town, while Walker and Holtzapffel will have their full range of components, including "TT-3" fittings, available. Hammant and Morgan will demonstrate the full range of power-supply equipment, including the revolutionary Powermaster.

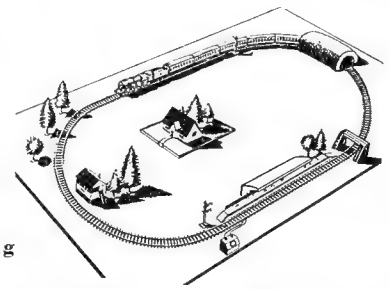
In the lower hall will be the British Railways "O" gauge layout, making its first appearance in London for several years. In the interim many alterations and modifications have taken place, while the locomotive stud has grown considerably. Always a strong favourite, this fine line should prove a great attraction.

There will be an enquiry and sales counter on the dais in the upper hall where the Peco catalogue, RAILWAY MODELLER and other publications can be purchased, while, for the inner man, there will be refreshments available in the lower hall.

No matter where your interests lie, this exhibition is a must, for the full range of model railway equipment available today will be on display and available here.

BEGINNERS to *Railway Modelling*

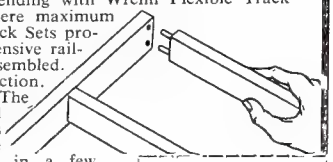
Start with the Wrenn foundation that leads to successful modelling



WRENN TRACK SETS and BASEBOARD FRAME KITS

With a Wrenn Track Set and Baseboard Frame Kit you can start with a simple layout and by extending with Wrenn Flexible Track and Pointwork reach a stage where maximum interest may be obtained. The Track Sets provide the most realistic and inexpensive railroad available and are simply assembled, requiring no wiring or construction. **Prices** 2-rail 27/6, 3-rail 35/-. The Baseboard Frame Kit is produced in quality hardwood and consists of five members which can be assembled and screwed together in a few minutes. **Prices** 5ft. x 3ft. 27/6, 6ft. x 4ft. 35/-.

Ask your retailer for full details.



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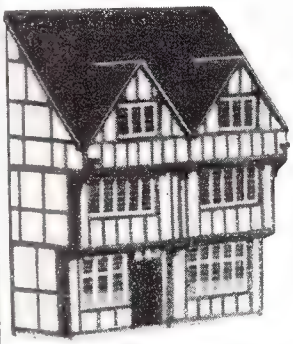

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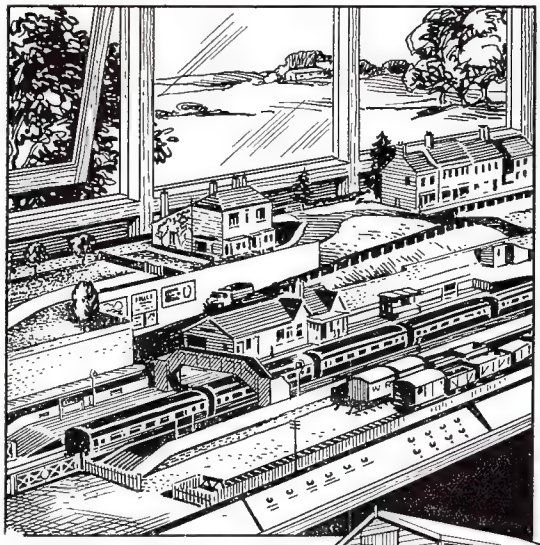

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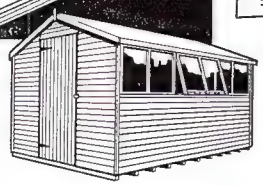

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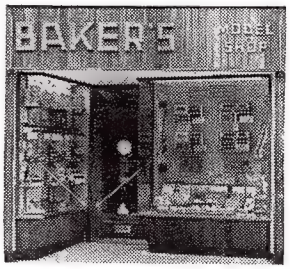

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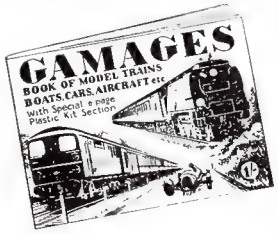

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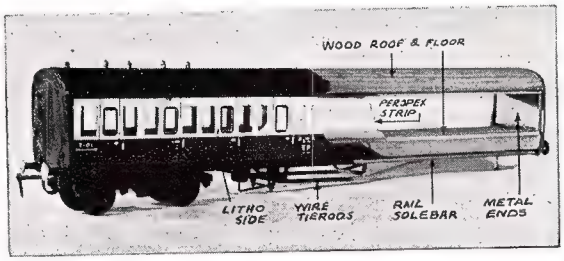

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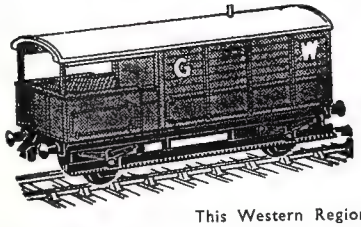

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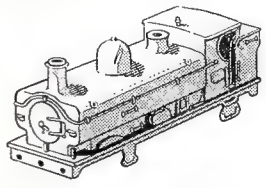

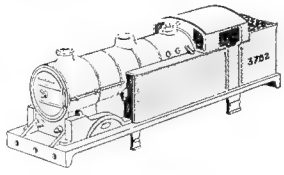

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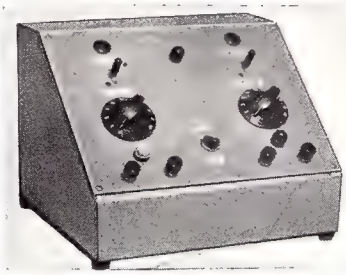

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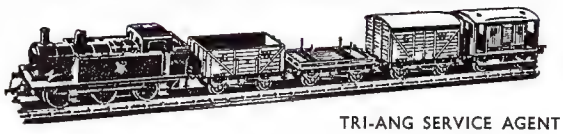

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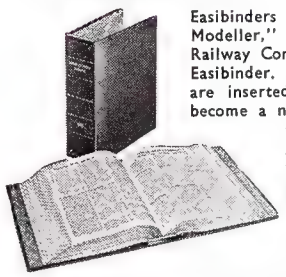

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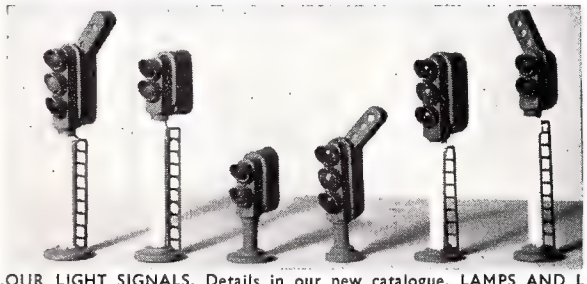

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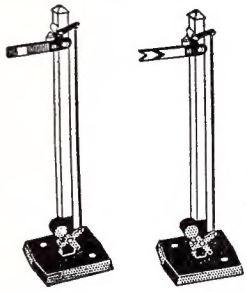

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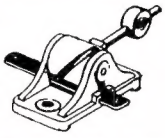

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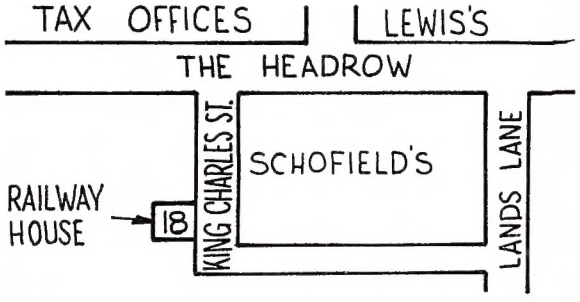

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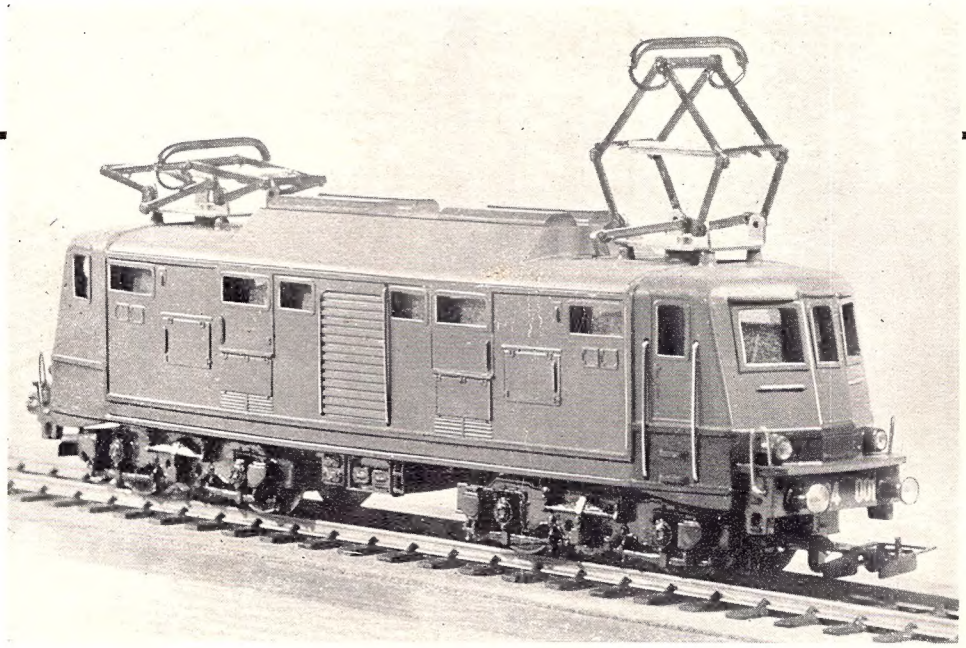
THE RIVAROSSI Le 424/R

ELECTRIC LOCOMOTIVE A STAR PERFORMER!



This model BB electric locomotive of the Italian State Railways includes the following features: Rivarossi 12-volt D.C. ball-bearing motor with polarity reversing, fully automatic couplings, working headlamps, oil-bath worm wheel transmission, pick-up either from wheels or pantographs selected by means of a switch on the locomotive, two-rail collection, wheels to N.M.R.A. standards. Locomotives supplied in the correct colours of brown and fawn with grey roof and red buffer-plates.

The locomotive illustrated above is only one of a large range of Rivarossi 16.5mm. gauge locomotives, rolling stock and accessories. The full range is illustrated in the new 1957 Rivarossi English edition catalogue. Obtain one of these catalogues from your local Rivarossi agent today or send direct to the distributors for your copy, post free, 1/9. Get real satisfaction from your model railway hobby by using Rivarossi equipment.

RIVAROSSI ELECTRIC LOCOMOTIVE TYPE Le 424/R

PRICE £8/18/5

DISTRIBUTORS OF RIVAROSSI EQUIPMENT IN GREAT BRITAIN

BRADSHAW MODEL PRODUCTS LIMITED

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